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ANNUAL REPORT

1935/36

Physical &
Applied Sci.
Series

Department of Highways

Ontario. Dept. of
Report

1935/36

Of
III

FOR THE FISCAL YEAR ENDING MARCH 31st

1935/1936

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32, 1937



ONTARIO



TORONTO

Printed and Published by T. E. Bowman, Printer to the King's Most Excellent Majesty
1937

ANNUAL REPORT

OF THE

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1936

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TO THE HONOURABLE HERBERT ALEXANDER BRUCE,
R.A.M.C., F.R.C.S. (Eng.),
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to present herewith for your consideration the Report of the Department of Highways for the Fiscal Year ended 31st March, 1936.

Respectfully submitted,

T. B. McQUESTEN,
Minister of Highways,
Ontario.

Department of Highways, Ontario.
Toronto, January 19th, 1937.

TO THE HONOURABLE T. B. MCQUESTEN, K.C., B.A., LL.B.,
Minister of Public Works and Highways, Ontario.

SIR:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1936.

The Report covers operations and functions performed by the various departments, including King's Highways, Municipal Roads, Bridge Construction, Accounting and Motor Vehicles.

I have the honour to be, Sir,

Yours obedient servant,

R. M. SMITH,
Deputy Minister,

Department of Highways, Ontario,
Toronto, January 19th, 1937.

1935

ORGANIZATION CHART

ONTARIO DEPARTMENT OF HIGHWAYS

Hon. T. B. McQuesten
Minister of Highways

R. M. Smith
Deputy Minister

J. A. P. Marshall
Asst. Chief Engineer
Municipal Roads Branch

Municipal Road Engineers

No. 1
C. A. Poynton
Chatham
Essex, Kent, Lambton

C. C. Fairs
Insp. Gas Pumps
Signs, Garages

No. 2
H. T. Eaton
London
Middlesex, Elgin,
Huron

No. 3
J. E. Caughey
Stratford
Oxford, Norfolk,
Perth

No. 4
J. M. MacInnes
Grimsby,
Ha'dimand, Lincoln,
Welland

No. 5
A. N. Fellowes
Guelph
Brant, Waterloo,
Wellington, Wentworth

No. 6
J. H. Hawes
Durham
Bruce, Grey

No. 7
W. S. Cook
Toronto
Dufferin, Simcoe,
Peel, Halton

No. 8
P. M. Higgins
Toronto
York, Ontario
Victoria

No. 9
C. K. S. Macdonell
Port Hope
Northumberland and
Durham,
Peterboro, Hastings
Prince Edward

No. 10
H. A. Smail
Brockville
Lennox and Addington
Frontenac, Leeds,
and Grenville

No. 11
W. G. Gibson
Ottawa
Renfrew, Carleton,
Lanark

No. 12
J. D. Millar
Cornwall
Prescott and Russell,
Dundas, Stormont and
Glengarry

G. E. F. Smith
Chief Acct.

J. L. Zoller
Asst. Acct.

J. E. Yorston
Secretary

Motor Vehicles Branch
J. P. Bickell
Registrar of Motor Vehicles

S. O. Cuthbertson
Chief Inspector
Gasoline Tax

W. C. Armstrong
Gas Tax
Refunds

T. E. Burkitt
Public
Vehicle
Division

H. Kelly
Permit and
License
Division

A. A. Townley
Financial Responsi-
bility Division

A. A. Smith
Chief Engineer,
Highways and Municipal Roads

G. G. Greig
Assistant Chief Engineer Highways

A. Sedgwick
Bridge
Engineer

A. Hay
Chief
Draughtsman

S. R. Welby
Purchasing
Agent

W. A. MacLachlan
Contract Engineer

C. H. Nelson
Location Engineer

T. Johnston
Garage and Road
Equipment

W. J. Fulton
Surveys

W. Kitson
Testing Engineer

N. H. Richardson
Property

**Resident
Engineers**

No. 1
C. K. S. Macdonell
Chatham

No. 3
S. A. Cummiford
Stratford

No. 5
W. R. Alder
Durham

No. 7
W. L. Saunders
Port Hope

No. 9
J. Sears
Ottawa

No. 2
H. E. MacPherson
London

No. 4
G. F. Hanning
Grimsby

No. 6
C. A. Robbins
Toronto

No. 8
W. F. Noonan
Brockville

ONTARIO AND ITS HIGHWAYS

By R. M. Smith, Deputy Minister

The following report prepared in detail by the heads of the various branches of the Department of Highways, gives an outline of the activities for the year 1935.

This year might truthfully be called the "Stock-taking Year." The new Government coming into power in June 1934 found itself liable to carry on and complete many projects initiated by the previous administration, in fact, a very considerable percentage of the Works Program of 1934 actually carried into the year 1935.

While actual construction was comparatively light the work of the Department was fairly heavy. Much study and thought was given to future policy, many surveys were completed, traffic and traffic lanes were investigated and much valuable data obtained with a view to future development.

During this year an Amendment to the Highways Improvement Act, which permitted the Province to assume one hundred per cent of the cost of all Provincial Highways, became effective. Prior to this legislation the Counties of the Province were pledged to assume twenty per cent of the cost, this liability applying to both Maintenance and Construction. The Province, by this action, hoped to relieve the taxpayers of the Province approximately \$2,000,000 per year. No other legislation of any extensive nature was presented.

In the Motor Vehicles Branch Statistics, will be found, records showing substantial increase in motor car registrations as well as a considerable increase in drivers permits. The improvement in registration is reflected in revenue, the actual return being more than 30% better than the previous equal period.

Increased motor car registration reflects in gas tax returns and again in this branch we can report an 8% increase over the previous year.

A summary of the expenditure and revenue will be found in the report of the Chief Accountant.

REPORT OF THE HIGHWAYS ACCOUNTANT FOR THE YEAR 1935

By G. E. F. Smith, Chief Accountant

To R. M. SMITH,

Deputy Minister of Highways.

The following is a summary of Expenditure and Revenue for the fiscal year April 1, 1935, to March 31, 1936.

EXPENDITURE

	1934-35
The King's Highways.....	\$ 4,443,970.74
Grants to Counties.....	1,834,186.56
Grants to Townships.....	1,275,249.60
Grants to Indian Reserves.....	5,658.31
Grants to Connecting Links.....	4,395.72
Equipment Branch.....	146,471.52
Administration and Sundries.....	749,103.64
	\$ 8,459,036.09

REVENUE

Gasoline Tax.....	\$15,021,993.70
Motor Vehicles.....	9,144,264.77
Road Assessments.....	1,768,343.72
Permits, Garages, Signs, etc.....	67,687.16
Sales of Property.....	20,570.13
Interest.....	50,284.40
Miscellaneous.....	9,219.79
	\$26,082,363.67

The Accounting Department audits the books of each municipality in order to ascertain the proper amount on which a grant should be paid.

Since my last report for the year ended October 31, 1934, the Accounting Department has had installed several bookkeeping machines which have proved to be very satisfactory. Systems and methods have also been changed to all round advantage, and especially in the direction of making possible speedier payment to men working on the roads.

Toronto, July 15, 1936.

REPORT OF GASOLINE TAX REVENUE FOR THE YEAR 1935

By S. O. Cuthbertson, Chief Inspector, Gasoline Handling Act

To MR. R. M. SMITH,

Deputy Minister of Highways.

The gross gasoline tax collections for the fiscal year from April 1, 1935, to March 31, 1936, (both dates inclusive), amounted to \$16,001,013.26.

From this amount there were 49,129 claims for refund of tax paid, which amounted to \$979,019.56. These refunds were claims paid to farmers, manufacturers, motor boat users, cleaners and dyers, and others who used gasoline for other purposes than propelling a motor vehicle on the highways of the Province.

The net gasoline tax revenue, after having paid the above-mentioned refunds, amounted to \$15,021,993.70, for the fiscal period from April 1, 1935, to March 31, 1936, (both dates inclusive)

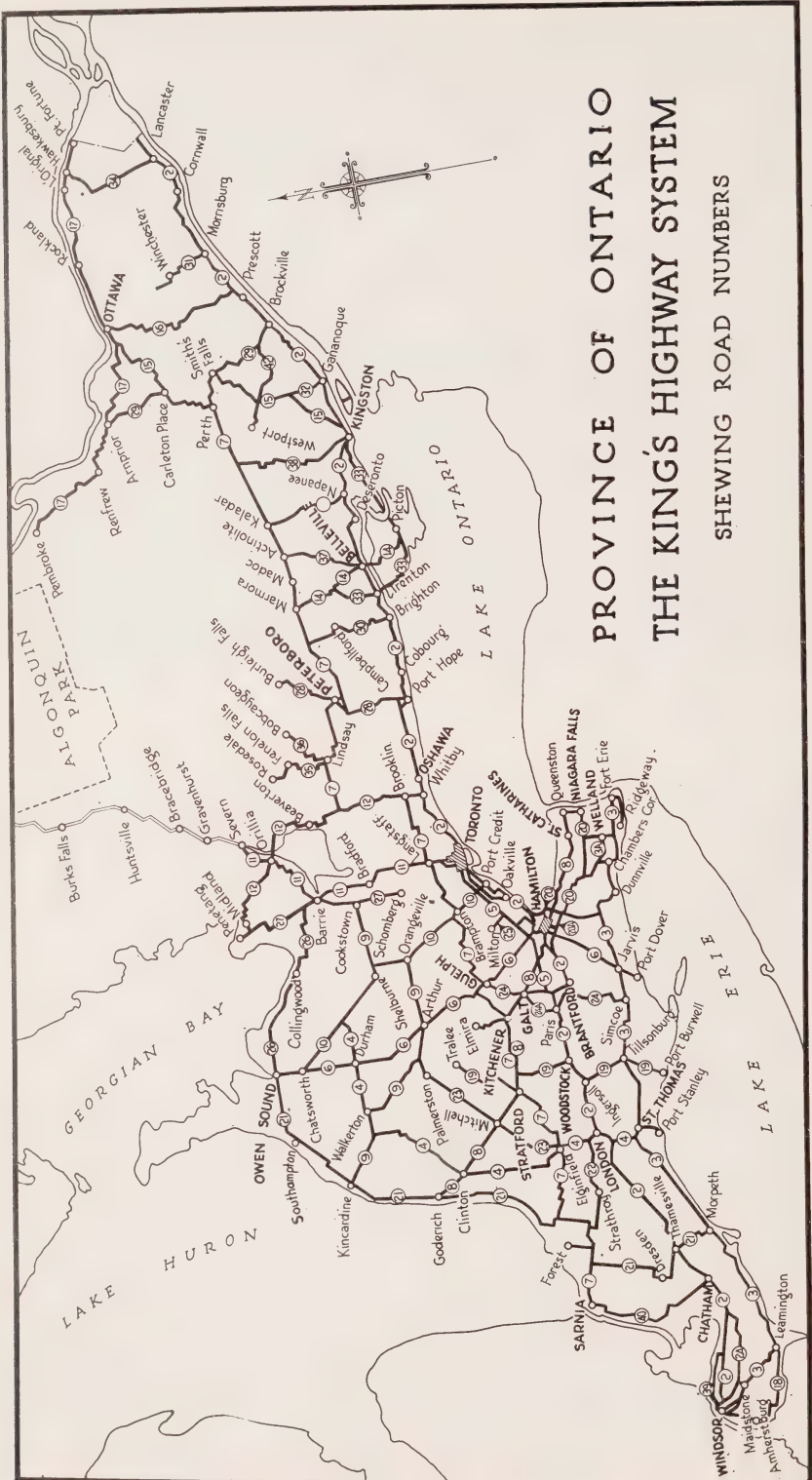
S. O. CUTHBERTSON,
Chief Inspector of Gasoline Tax.



Four Lane Pavement West of Aldershot, Looking East, Highway No. 2



Penetration Pavement, Highway No. 33, Looking North, Trenton-Frankford



Toronto, Nov. 13, 1935
For the Annual Report
for 1935 Annual Report
M-1266-6

ANNUAL REPORT FOR 1935

KING'S HIGHWAY OPERATIONS

A. A. Smith, Chief Engineer

The year 1935 was looked upon as being rather a lean year as far as construction work was concerned and only work of an urgent nature was undertaken.

A very rigid maintenance programme was carried out as usual, and every effort was made to keep the highways in first class condition. This work entailed surfacing over 400 miles of gravel road, as well as treating all gravel surfaces with a dust layer of calcium chloride or oil. Other types of road surfaces were also cared for which included the surface treating of 240 miles of Bituminous roads. In addition, such work as shouldering, draining, weed cutting, tree pruning etc. were given every attention.

As part of the usual maintenance programme, over 3,000 miles of roads were kept clear of snow during the winter season. This called for the hiring of sixty (60) large trucks, to which were attached snow plows of various types supplied by the Department. Department owned trucks and plows were placed in districts where snow conditions were the most severe. The snow clearing operations were greatly facilitated by the erection of 1,130 miles of snow fence, which contributed greatly in controlling snow drifting.

All road surfaces were treated with sand mixed with salt or calcium chloride immediately icy conditions occurred, and these operations were carried out many times during the winter season.

In 1935 labour was supplied to the Contractors through the Provincial Department of Labour, with the exception that the Contractors were allowed to engage 15%, who were looked upon as key men.

The Department reserved the right to rotate the supply of labour, men and teams, at two weeks intervals and also required the use of hand labour wherever possible. Certified payrolls were furnished to the Department at intervals as required.

An eight hour day applied for six days a week working period. Minimum rates of pay for labour, truck drivers, men and teams, were embodied in the contract. The minimum schedule of rates for track hauling by the mile was enforced on all paving contracts. This schedule was similar to the one put into operation in 1934.

Under an agreement, the Federal Government contributed 50% of the cost of construction work done on the Trans-Canada Highway between Hawkesbury and Pembroke, this included concrete pavement construction, realignment and grading east of Ottawa, as well as a bridge over the Bonnechere River at Renfrew.

Few changes were made in pavement design or construction. Concrete pavements were laid in 10' strips, which gave a more even surface finish and provided a well defined centre joint. Steel forms were compulsory, which greatly contributed to the betterment of the pavement. All concrete surfaces were broomed after the usual belting operations.

Few changes were made in bituminous pavements, except more attention was given to obtain a non-skid surface.



Penetration Pavement, Highway No. 33, North of Glen Miller, Trenton - Frankford

A subway was started under the Canadian National Railways at the Martyrs' Shrine near Midland on Highway No. 12. This replaced a very dangerous subway which had been the scene of several serious accidents. The work on this structure was discontinued during the winter months.

Work was also commenced on the new subway under the Canadian National Railways on the Middle Road near Burlington. This subway will eliminate an exceedingly dangerous level crossing of two main line tracks. Work continued steadily throughout the winter.

The mileage of the King's Highways at the end of 1935 was 3,588.12 miles, made up of the various types of surfaces as follows:

Cement concrete pavement.....	1377.63 miles
Cement concrete —" 10' strip.....	33.5
Asphaltic concrete.....	225.32
Mixed macadam.....	560.91
Bituminous penetration.....	245.72
Retread pavement.....	81.00
Waterbound macadam.....	198.43
Mulch Treatment.....	6.00
Gravel.....	859.61
Total.....	3588.12 miles.

During 1935 the Department assumed 184.83 miles of King's Highways and reverted 5.84 miles to the various municipalities. Amongst the most important assumptions were:

- The blue water highway from Goderich to Owen Sound,
- Kaladar to Napanee,
- The Burford Road from Brantford to Eastwood,

Westport to Forthton,
Maple Avenue in Burlington,
Two roads in Wolfe Island.

The Department did not have a heavy building programme during this year, but completed several sections of roads that badly needed paving. The various types constructed being shown as follows:

20' concrete pavement.....	13.68 miles
10' concrete pavement.....	13.50
Mixed Macadam.....	3.6
Bituminous penetration.....	11.3
Retread.....	1.0
Mulch Treatment.....	6.0
Grading.....	27.5
Bridges.....	7.0
Bridges (started but not completed).....	3.0
Subways started.....	2.0

RESIDENCY No. 1—CHATHAM

Road No. 2.

Grand Marais Drain culvert near Windsor was extended.

Tilbury Diversion 3.2 miles long was graded, this partially eliminates two grade crossings of the M.C.R., Main Line.

Approaches to the C.N.R., at Thamesville were resurfaced with a cold laid Bituminous surface.



Cut and Fill, Highway No. 19, South of Vienna

Road No. 3.

The abandoned radial tracks through Essex were filled in, using a cold laid Bituminous surface.

The Radial Tracks at Cottam were removed and track sections paved.

Petty piece curve, East of Cottam, was graded and gravelled.

Road No. 7.

A large Municipal Ditch was moved for a length of 2200 feet, 6 Miles East of Sarnia and three new culverts constructed.

4500 Feet of 6" Tile was laid North and South of Arkona.

Road No. 18.

5000 Feet of Field Tile was installed along Retread pavement between Malden and Amherstburg and Crushed Stone placed on road between Malden and Harrow.

Road No. 21.

Crushed stone was placed on this road between Ridgetown and Thamesville and some gravel from local pits between Thedford and Grand Bend.

South of Thedford a diversion one mile long was fenced, graded and partially gravelled.

Road 21A—Forest.

7.8 Miles of gravel road was stabilized with Calcium Chloride.

Road No. 39.

11,000 Feet of 4½ foot strip Asphalt along concrete pavement West of Tecumseh was resurfaced with cold laid Bituminous surface and shoulder graded.

Road No. 40.

Crushed Gravel was placed on the road between Wallaceburg and Sarnia by contract and 40,000 feet of 6" field tile was installed to improve the sub grade drainage, 12,000 lineal feet of grade was widened and the River Bank rip-rapped in the vicinity of Port Lambton and Courtright. A curve West of Wallaceburg was graded and gravelled eliminating a right angle turn.

On Residency No. 1 all the gravel roads were treated with either an oil dust layer or calcium chloride, trees were planted at many places under the supervision of the Forestry Department. About 40 miles of snow fence was erected to protect the roads against drifting snow during the winter season.

RESIDENCY NO. 2—LONDON**Road No. 2.**

Between Woodstock and Princeton 1.8 miles of old penetration macadam which had become very slippery was resurfaced with an inch of cold laid bituminous surface.

On Roads No. 3 and 4 sections of old concrete pavement were given a skin patch with bitumen and chips.



Cut and Fill, Highway No. 19, Looking toward Port Burwell



Cut, Highway No. 19, North of Eden

Road No. 19.

Between Tillsonburg and Port Burwell 12½ miles of road newly graded in 1934 was followed up with an application of crushed stone and dust layer. The subgrade was further improved by the installation of 40,000 feet of 6" field tile to drain places that shewed wet and soft in the spring. The high banks in deep cuts were sodded to prevent further moving of their sides where they were through light sand or silty clay.

On this Residency all roads were kept open for traffic during the winter, on account of the severity of the winter with excessive snow, high winds and a considerable amount of ice after sleet storms, the winter maintenance caused a heavy expenditure.



Close-up Overhead Bridge, Highway No. 38, Sharbot Lake

RESIDENCY NO. 3—STRATFORD**Road No. 4.**

8.41 miles of concrete pavement from Clinton North laid in 1934 was shouldered, ditched and the right-o-way widened and fenced.

Considerable work was done at Londesboro Bridge.

The gravel road from Blyth to Highway No. 9 was patched by day labor.

Road No. 8.

Preston Hill was widened to 30' by the addition of a 5' concrete slab on either side of the old pavement and the centre 20' resurfaced with mixed macadam.

2500 feet of sidewalk was laid between Preston and Galt.

One culvert was removed and replaced and 2 other culverts extended, between Kitchener and Stratford.



Highway No. 2, Looking East toward Etobicoke Bridge



Highway No. 2, Looking West toward Etobicoke Bridge

Road No. 19.

A 55' span concrete bridge five miles North of Milverton started in 1934 was completed.

A 50' span concrete bridge three miles North of Milverton was started.
This whole road was given a light coating of gravel.

Road No. 21.

Gravelling operations were carried out from Goderich to Kintail also between Kintail and Kincardine.

Two miles North of Bayfield a large culvert was built by day labor.

Waterloo—Elmira Road.

A gravel gap 300' long was paved with premixed asphalt and reshouldered. A small intersection on Highways No. 7 and 8 was paved at the same time.

All the gravel roads were treated with oil dust layer or calcium chloride and the whole residency was kept open during the winter, owing to very heavy snow conditions 173 miles of snow fence were required.

RESIDENCY NO. 4—GRIMSBY**Road No. 2.**

The ballast wall on the Toronto end of No. 1 Hamilton Entrance Bridge was badly cracked, the existing ballast wall was cut down and another span built onto the bridge.

A number of short culverts were extended by day labour preparatory to widening the highway between Oakville and Burlington.

The right-of-way of the new 40 foot pavement between Hamilton and Campbell's Corners was graded and trimmed and considerable sodding was done on the slopes.



Long shot of Swing Bridge, Highway No. 7, East of Peterboro

Road No. 20.

The approaches to the new Allanburg Bridge were paved with mixed macadam.

Road No. 8.

A swing bridge with ramp approaches over the Old Welland Ship Canal was removed and the approaches cut down to a good grade, and paved with a penetration macadam pavement.

At 16 Mile creek the old culvert was extended to the North and the bad road was flattened, and the general vision improved.

The old narrow bridge across Jordan Creek was replaced with a wide, new reinforced concrete one with two sidewalks.

Road No. 25.

Work was commenced late in the fall on the construction of a subway across C.N.R. at Burlington (Plains Road Subway) on the Middle Road.

In this Residency 43 miles of macadam penetration and mixed macadam surface treated.

RESIDENCY No. 5—OWEN SOUND**Road No. 4.**

From Flesherton to Hanover the road was gravelled and between Walkerton and Flesherton most of the rail fences were replaced by wire fence.

Road No. 6.

A Mixed Macadam surface was laid for 3.6 miles South from Owen Sound on the old macadam roadway, this completes the pavement between Hamilton and Owen Sound.

Tree Planting was done at all diversions from Durham to Owen Sound.

Road No. 9.

One Mile of concrete pavement was laid westerly from the intersection with Highway No. 22 and the grading and side entrances were finished throughout the whole contract.

Gravelling was done between Cookstown and Alliston. Considerable tree planting was done between Rosemont and Primrose Corners.

Road No. 10.

The road from Markdale to Chatsworth was gravelled and the guard rails completed.

Road No. 21.

Crushed gravel was put on by contract from Kincardine North 11 miles, Port Elgin South 11 miles, Port Elgin to Owen Sound 17 miles, this material was all obtained from local pits.

All gravel roads were treated either with oil dust layer or Calcium Chloride.

All roads were kept open during the winter season.

RESIDENCY NO. 6—TORONTO

Road No. 2.

Grading and culvert extensions were carried out between Brown's Line and East limits of Port Credit.

Storm sewers were constructed between the West end of Etobicoke Creek Diversion and East limits of Port Credit.

A new bridge (150' span) was constructed over Etobicoke Creek, and the old T.T.C., Bridge, and timber trestle removed.

The South side from Brown's Line to Port Credit was fenced for 1.55 miles and several buildings moved off the right-of-way.

One mile of light grading was completed East of Oakville also three miles of Bituminous Shoulders 12 inches in width on both sides of the road.

Road No. 5.

On $\frac{3}{4}$ of a mile 1" cold laid bituminous surface was laid between Erindale and Cooksville.

Road No. 10.

One mile of 1" cold laid bituminous surface was carried out south of Brampton and 8 miles were surface treated.

Road No. 11.

Further grading operations were carried out to ease the curves at Holland Landing.

The construction of a new bridge at Holland River was commenced.

One Mile of 1" cold laid Bituminous surface was carried out at Bradford.

Road No. 12.

In Brechin and Gamebridge one mile of salt stabilized surface was built.

North from Orillia N.W., one mile of surface was stabilized using an emulsion.

Stone was crushed and stock piled in Mara Township.

Work was commenced on the diversion of the road and the construction of subway near Martyr's Shrine under the C.N.R.

Road No. 27.

$1\frac{1}{4}$ Miles of 10' concrete pavement between Fergusonville and Waverley was widened to 20' and reshouldered.

0.2 Miles of 20' concrete was laid on the diversion $\frac{1}{2}$ mile south of Wyebridge.

A Salt stabilized surface was constructed from Schomberg to Holland River. 1.8 miles and from Drapers Creek Bridge North one mile.

All other gravel roads on this residency were treated either with an oil dust layer or calcium chloride.

All roads were kept open for winter traffic.

RESIDENCY NO. 7—PORT HOPE

Road No. 7.

The sub structure for the Peterborough Locks Bridge over the Trent Canal was completed, the steel superstructure was removed from the old Welland Canal at St. Catharines, and re-erected on this site.

A single span rigid frame concrete arch was erected over the Ouse River and also a double span of the same type over the Indian River, these bridges are between Norwood and Peterborough.

One mile of Retread pavement was laid East of Marmora.



Swing Bridge over Murray Canal, Highway No. 33, near Trenton

Road No. 33.

Three Miles South of Trenton over the Murray Canal a new bridge was partially completed.

7½ Miles of Penetration Macadam were laid between Frankford and Stirling.

On this Residency considerable surface treating was done, all gravel roads were treated either with oil dust layer or calcium chloride.

All roads were kept open during the winter, using about 140 miles of snow fence.

RESIDENCY No. 8—BROCKVILLE

Road No. 2.

A dangerous curve, one-quarter of a mile West of Prescott was flattened by day labour grading, and surfaced with loose crushed stone. A dangerous curve West of Yonge's Mills was eased.

Road No. 7.

A certain amount of day labor grading was done to remove rock-slides and washouts.

62 Miles of gravel road were treated with Calcium Chloride.

Road No. 38.

A Reinforced Concrete Bridge was built over the Canadian Pacific Railway at Sharbot Lake.

A half-mile of Bituminous Penetration was constructed between Glenvale and Murvale, and 6,000 tons of stone were crushed.

Road No. 33.

From Kingston West for a distance of eight miles the old Macadam was widened to 20 feet, the road was straightened, curves were flattened and some sharp grades reduced.

West of Bath Village a considerable tonnage of stone was crushed and stock piled.

East from Glenora Ferry three miles of Earth grading was done and two miles of Stabilized Gravel Road was built with Calcium Chloride.



Teeswater River Bridge, Bruce County, Re-inforced concrete with cantilever girders.

Road No. 41.

The grading which was started at Kaladar in 1934 was completed as far South as Erinsville. An important feature was the reduction of steep grades South of the Claire River.

Wolfe Island.

Two crushing contracts were let on the Island, this stone was mostly placed on the East and West Road and at the same time the dirt surface was scarified and reshaped.

Brockville—Westport Road.

This road was assumed August 1935 and the following sections were stabilized with Calcium Chloride, Crosby South 3.6 miles, Newboro, to Westport 2.7 miles.

0.6 Miles were stabilized using Salt North from Forfar.

On this Residency 44 miles of pavement were surface treated and the whole dency, with the exception of Wolfe Island, was kept open for winter traffic.

RESIDENCY No. 9—OTTAWA**Road No. 2.**

East of Cornwall, the existing 20 foot pavement was widened out to 30 feet, widened portion being constructed with a six inch base of Penetration Macadam, topped with 3" of cold laid Bituminous material.

Three miles East of Morrisburg a dangerous curve was flattened out by day labor,

Road No. 17.

East and West of Cobden for a length of 12.3 miles the 10' concrete pavement was widened to 20 feet using washed and screened gravel concrete.

In the Town of Renfrew, a new Bridge was constructed over the Bonnechere River.

Between Renfrew and Arnprior on 10.7 miles of gravel road, two contracts were awarded for laying concrete pavement. About 6.3 miles of this section were completed, before cold weather caused cessation of the work.

East of Ottawa towards Rockland a contract was awarded for the extension of the existing culverts and also for the widening of the Right-of-way, this work was not all completed.

Between Plantagenet and Alfred and on 1.3 Miles of the connecting link in the Town of Hawkesbury a contract for crushed stone concrete pavement was awarded. There was 6.6 Miles of this contract completed.

Storm drains were constructed in the Village of Alfred by day labor.

On the Hill at Plantagenet extensive sub-drainage work was carried out.

Road No. 34.

Grading and surface stabilization was carried out for 5.5 miles between McCrimmon and Fassifern.

A modified stabilization was carried out by day labor for three miles between Fassifern and Alexandria.

Road No. 29.

From Pakenham Southerly a distance of 3.8 miles a one course Bituminous Penetration Pavement was laid.

On this Residency surface treatment was applied on Highway No. 15 between Ashton and Carleton Place and also East and West of Morrisburg on No. 2 Highway.

All the roads on the Residency were kept open for winter traffic.

BRIDGES COMPLETED ON THE KING'S HIGHWAYS 1935

Arthur Sedgwick, Bridge Engineer

During the year 1935, some ten bridges were completed on the King's Highways. These included:

Allanburg Bridge.—This is a steel bridge, 75 foot span on Highway No. 20 over the Hydro Electric Power Commissions power aqueduct and replaces an old steel bridge of 15 foot roadway and which was entirely too light for present traffic. The approximate cost was \$14,500.00 exclusive of cost of grading and paving approaches.

Bowen Creek Extension.—This is an extension to a 40 foot steel bridge on the Blue Water Highway South of Sarnia to provide the standard width of 30 feet and one sidewalk.



Close up of Bridge over Indian River, 10 miles East of Peterboro

Rawden Creek Bridge.—This is a 50 foot reinforced concrete rigid frame bridge on Highway No. 33, South of Stirling, built by day labor during the fall and winter of 1934-35 as a relief measure. It replaces an old concrete arch. The cost was approximately \$10,000.00.

Ouse River Bridge.—This is a 30 foot concrete rigid frame bridge replacing a narrow steel bridge on Highway No. 7, East of Peterboro.

Indian River Bridge.—This is a twin foot span rigid frame concrete bridge replacing a 90 foot steel bridge. The work included straightening and grading the road for approximately one half mile and building one 20 foot culvert. The cost amounted to approximately \$13,600.00 including 10,000 cu.yds. of grading for approaches.

Sharbot Lake Overhead.—This is a reinforced concrete triple span rigid frame overhead crossing of the C.P.R. on the Kingston Sharbot Lake Highway. The railway runs through a rock cutting at this point and an additional 22 foot span was placed at each end to put the abutments on the rock embankment and thus reduce the cost. The work included building the diversion and grading at each end. The approximate cost including grading amounted to \$12,500.00.

Etobicoke Bridge.—This is a twin 75 foot span reinforced concrete rigid framed rib bridge on Highway No. 2. It replaces the Bow String Arch Bridge build by the Toronto and Hamilton Highway Commission in 1917. The new bridge has a roadway 60 feet wide with two 6 foot sidewalks. The road was straightened and widened by utilizing the abandoned electric radial line to Port Credit. The work of grading the roadway was done by day labor as a relief measure. The total cost of the bridge was \$31,000.00.

Black Creek Bridge No. 4.—This is a 55 foot span rigid frame structure on Highway No. 19, North of Milveston. The cost of this structure was \$9,000.00.

Hamilton Entrance Bridge No. 1.—Owing to the eastern abutment of this bridge continually shifting forward from the time it was built in 1921, much expense was required to maintain the bridge. The abutment had finally shifted so badly as to damage the steel structure by crowding the same. The long wing walls were demolished down to the top of the footings and the earth fill removed from the same thereby removing the weight behind the abutment. The wing walls and earth fill were replaced by three 36 foot steel beam spans on steel bents and a new low abutment. The cost of this work amounted to \$15,900.00.

BRIDGES COMPLETED ON THE KING'S HIGHWAYS DURING 1935

Name	Type	Span	Road No.	Township	County
Allanburg	Steel Truss.....	72' 6".....	20	Thorold	Welland
Bowen Creek Extension.....	Steel Beam.....	36' 0".....	40	Moore	Lambton
Black Creek No. 4....	Concrete Rigid Frame.....	55' 0".....	19	Mornington	Perth
Etobicoke Creek.....	Concrete Rib Rigid Frame	2 at 73' 3".....	2	Etobicoke	York
Hamilton Entrance No. 1. (Repairs)....	Steel Beam.....	3 at 36' 0" added to East End...	2	Barton	Wentworth
Indian River.....	Concrete Rigid Frame.....	2 at 48' 9".....	7	Otonabee	Peterborough
Ouse River.....	Concrete Rigid Frame.....	30' 0".....	7	Asphodel	Peterborough
Rawdon Creek.....	Concrete Rigid Frame.....	50' 0".....	33	Sidney	Hastings
Sharbot Lake Overhead.....	Concrete Rigid Frame.....	22' 4"—27' 5"—22' 4".....	38	Oso	Frontenac
Toronto Twp. Extension.....	Concrete Beam and Slab.....	24' 6".....	2	Toronto	Peel

REPORT ON MUNICIPAL ROADS

Report upon the work of the Municipal Roads Branch for the year 1935

J. A. P. Marshall, Assistant Chief Engineer of Municipal Roads

COUNTY ROADS

Since the passing of The Highway Improvement Act and to the end of 1935 a total of \$127,329,523.13 has been expended on construction and maintenance of county roads, of which the Province has contributed \$59,904,618.74. This includes the county expenditure during 1935, on which the Provincial subsidy was paid in 1936.

At the end of 1935 the Province was paying subsidies to the counties on 8, 224 miles of county roads—approximately 15 per cent. of the total road mileage in the area covered by the County Road System.

Expenditure on county roads in 1935 was as follows:

	Total Expenditure	Provincial Subsidy
Construction		
County Roads.....	\$1,143,800.55	\$ 571,606.00
Maintenance		
County Roads.....	1,963,414.77	981,667.39
Total Expenditure.....	\$3,107,215.32	\$1,553,273.39

The work on which the above expenditure for construction was made, included the following:

Gravel or stone.....	144.67 miles
Surface-treated gravel or stone.....	22.55
Low-cost bituminous surfaces.....	51.09
Mixed macadam and asphaltic concrete.....	10.07
Cement concrete.....	2.44
Total.....	230.82
Bridges over 10-foot span.....	20
Steel arch and concrete culverts.....	58
Pipe and tile culverts.....	773

In addition, approximately 2,200 miles of stone and gravel roads were re-surfaced.

Construction Work

A detailed list of the work undertaken by the various counties is found further in this report grouped in districts.

Maintenance Work

Several of the counties during the past year have undertaken the laying of a low-cost bituminous surface with the endeavour to cope with high maintenance cost and to preserve local materials. A great improvement is noted in the character of surface treatment.

Stabilized roads built by calcium chloride and salt have been undertaken by Huron, Bruce, Dufferin, Ontario, Carleton, Waterloo, Haldimand.

A number of the counties have practically eliminated the use of the small patrol grader and the purchasing of power equipment has resulted in considerable savings in the cost of maintenance.

County Suburban Roads

The mileage of suburban roads is 743.8 miles, the expenditure at the end of 1935 amounted to \$24,052,814.51, of which the cities and the separated towns have contributed \$6,350,800.74, or five per cent. of the total expenditure made on the County Road System.

In 1935, the expenditure on county suburban roads was \$646,797.83, of which the Province contributed \$323,398.92 and the cities \$173,916.19.

DISTRICT NO. 1—*Counties of Essex, Kent and Lambton.*

Essex—During the season 2.20 miles of plant-mix asphalt mulch were laid on County Road No. 5 north of Colchester, thereby completing a surfaced road between Colchester and Harrow. 2.05 Miles of a similar type were laid on County Road No. 2 in Mersea Township towards Point Pelee. Two reinforced concrete bridges were constructed of 14-foot span on county roads 3 and 9. Maintenance work was carried out to a high standard.

Kent—Grading and resurfacing were carried out on 11.25 miles. One mile of asphalt mulch was laid in the vicinity of Erieau. One concrete bridge was built in Raleigh Township of 14-foot span. Many narrow culverts and bridges were widened.

Lambton—.87 miles of asphalt mulch was laid on the Lake Road East of Sarnia. This work completes the surfacing from Sarnia East to Perch Creek. 7.75 Miles of grading was done in Sombra, Euphemia, and Bosanquet Townships.

Mention should be made here of the retirement of Mr. John McCallum as County Road Superintendent. His services will always be remembered for his splendid work and co-operation in the improvement of the Lambton County Road System.

DISTRICT NO. 2—*Counties of Elgin, Middlesex and Huron.*

Elgin—One 50-foot span bridge, rigid frame, re-inforced concrete, 24-foot roadway, was constructed over Kettle Creek on the Middlesex-Elgin County Line West of Belmont on County Road No. 34.

Middlesex—1.64 miles of concrete road was laid on the Hamilton Road in the London Suburban Area. This completes the concrete pavement from London to Nilestown.

Huron—38 miles of stabilized roads were constructed with salt and calcium chloride.

Maintenance work was efficiently carried out over the entire system.

DISTRICT NO. 3—*Counties of Norfolk, Oxford and Perth.*

Norfolk—26.45 miles of gravel roads were re-surfaced and 35.15 miles of bituminous surfaces re-treated. In the county 86.11 miles have been covered with bituminous material out of a total county road mileage of 210.5.

Oxford—Three new bridges were constructed and one mile of retread laid to a depth of three inches.

Maintenance work has been efficiently carried out over the entire system.

Perth—5.75 miles of county roads were graded and re-surfaced and 11 culverts constructed.

DINTRICT No. 4—*Counties of Haldimand, Lincoln, and Welland.*

Haldimand—17 miles of road surface was treated with bituminous material. Alignment improvements have been made on many of the county roads. Widening and shouldering was carried out on the Moulton Station Road and York Empire Road. One reinforced concrete bridge, rigid frame type, 45-foot span, was constructed with 24-foot roadway at \$3,377.00

Lincoln—Double bituminous surface treatment of 1.3 miles was undertaken and 4 reinforced concrete culverts were constructed and 4 concrete culverts extended. In addition general maintenance and repair of bituminous surfaced roads was undertaken by the county. This county is to be commended on the excellent work undertaken by their own county-owned outfit on their entire system.

Welland—General resurfacing work with bituminous materials was carried out and two 100-foot span bridges were painted. Considerable cold patching was undertaken.

DISTRICT No. 5—*Counties of Brant, Waterloo, Wellington and Wentworth.*

Brant—One mile of plant-mix bituminous construction was laid on the Charing Cross road within the Brantford Suburban Area, and one mile of road-mix was laid on the Onondaga Road. In addition 4 miles of grading was done on various county roads.

Waterloo—The county graded 1.25 miles by contract and 8.5 miles by day labour. This work is following out a programme that includes approximately 10 miles of grading annually. One-half mile of old concrete work into Wellesley was topped with bituminous concrete. 5.9 miles of mulch and 4 miles of double surface were laid on county roads while on the Galt Suburban Area 1.4 miles of mulch was laid on the Blair-Galt Road and on the Kitchener Suburban Area 1.2 miles of retread surface was laid on the road from Rosedale to Bloomington. Two miles of stabilized road was laid.

75.5 miles of road were treated with dust-layer and 26,300 feet of newsnow fence were erected and 25,716 cu.yds. of crushed gravel was placed on various roads, at an average price of 53 cents per cu. yd. delivered on the road.

Waterloo County roads, including the Suburban Roads of Kitchener and Galt are in excellent condition.

Wellington—During the season of 1935, 13.35 miles of grading were undertaken and this mileage was also surfaced with gravel. This work is a decided improvement and this procedure will be adhered to annually. One and a half miles of retread were laid in the Village of Arthur and West Luther Township.

Maintenance work was carried out with three power graders.

Wentworth—The chief items include 10 miles of regrading and road widening, 8 miles of resurface treatment for the first time, 2 miles of stone base, 4 miles of retread and several small concrete culverts constructed on County Roads.

Early in the year a retread top was put over the La Salle Park Road, and a stone base was put down on the Mohawk Road across Lots 7 and 8, Barton Township in the Hamilton and Wentworth Suburban Area. In addition maintenance work was carried out over the entire system.

Wentworth County has a splendid road organization and the standard of work is well maintained throughout.

DISTRICT No. 6—*Counties of Bruce and Grey.*

Bruce—The Paisley Bridge was built of reinforced concrete, consisting of one clear span of 107'0" and two 37' spans, with 28-foot roadway, with sidewalks, at a cost of \$20,721.00. Eight miles of new grade, 30-foot shoulder to shoulder, were constructed and in addition grade reduction was carried out on three hills and several curves were eased. Four miles of retread were laid and four and a quarter surface-treated. Ten metal culverts were installed.

Maintenance work was adequately carried out over the entire system.

Grey—Elimination of several corners and flattening curves were completed, two in Keppel, two south of Hanover, two south of Neustadt, one in Collingwood Township and two at townline of Sarawak and Keppel. A retread surface was laid at Aytton. One 50-foot span reinforced concrete bridge of rigid frame type was built at Leith in the Owen Sound Suburban Area.

During the season 16,195 cu. yds. of gravel were crushed. The cost of crushing averaged 29.7 cents per cu.yd. and the average cost was 4.3 cents per cu.yd., making an average cost of gravel in the bins at 34 cents per cu.yd. The average cost of hauling was 25.2 cents per cu.yd., making a total average cost of the gravel on the road of 59.2 cents per cu.yd.

20 miles of county roads and 6.5 miles of suburban roads were treated with Calcium Chloride.

General maintenance work has been well carried out over the entire system.

DISTRICT No. 7—*Counties of Dufferin, Halton, Peel and Simcoe.*

Dufferin—The approaches to the Canadian Pacific Railway crossing opposite Lots 9 and 10, East Garafraxa, were widened and raised, thus greatly improving driving conditions. One mile of the Hockley Road was relocated. Three bridges of reinforced concrete were constructed.

Approximately 22,667 cu.yds. of crushed gravel was placed on the county road system at an average cost of .65 cents per cu.yd. 4.75 miles of stabilized roads were laid.

Halton—The ten-foot concrete pavement on Brant Street, Nelson Township, was widened out to sixteen feet by placing a three-foot strip of cold bituminous mixture on each side of the original pavement. Four miles on County Road No. 3 was stabilized.

Throughout the year, the entire county road system was well maintained and approximately 16,087 cu.yds. of road metal were used in resurfacing the whole system. Dust-layer was applied in the villages and hamlets.

Peel—1.10 miles of bituminous gravel-mulch was laid in the villages of Caledon East, Cheltenham and at the Pinchin's Road in Toronto Township.

Approximately 7000 cu.yds. of gravel were used in resurfacing.

Simcoe—Ten miles of grading was carried out by contract. Between New Lowell and Sunnidale Corners, on County Road No. 7, the road was widened to a 30-foot top and a number of curves flattened. Six culverts were built and 10 pipe culverts were installed.

Maintenance work was carried out over the entire system.

During the year 35 miles were added to the County Road System.

DISTRICT No. 8—*Counties of Ontario, Victoria, and York.*

Ontario—During the year 5.13 miles of grading was undertaken and resurfaced with metal. 1.37 miles of bituminous retread was laid in three localities

south of Port Perry, in Goodwood Village, and in Atherly Village. 1.32 miles was also laid in the Oshawa Suburban Area on Road No. 2, Con. V, East Whitby. The Beaver Bridge between Con. VI and VII, Brock Township, at Lot 15 was built by the County in co-operation with Brock Township.

Maintenance work consisted of resurfacing 22.4 miles. Dust-layer was applied on 16.45 miles of county roads.

Victoria—Grading and gravelling was carried out on Road No. 3 for .77 miles and on Road No. 4 for 1.28 miles. Relief labour from the Town of Lindsay was used on these works. On County Road No. 8 a corner and new alignment was made in Con. I Verulam Township.

50 miles of county roads were resurfaced. Bituminous surface treatment was carried out over 7.25 miles and 10 miles of stabilization was done.

York—The important items of construction work carried out during 1935 were (1) 1.75 miles of grading, gravelling and structures on Bathurst Street from Glencairn Ave. to Wilson Ave. (2) 1.87 miles of bituminous macadam penetration was laid on Dawes Road from Sunrise Ave. to the C.P.R. bridge. (3) 0.65 miles concrete pavement was constructed on the Sutton Road at Jackson's Point. (4) 2.71 miles of grading, gravelling and structures on the Mt. Albert Road between Sharron and Holland Landing. (5) 0.65 miles of grading, gravelling and structures on the Newmarket Road between Lots 33 and 35, Con. IV, Whitchurch Township. (6) 2.84 miles of grading, gravelling and structures on County Road No. 21—Udora Road between Sutton Line and Ontario County Boundary via Pepperlaw.

In addition to the above construction work, 50 miles of gravel resurfacing was carried out and 50 miles of bituminous surface treatment and 17 miles of the system were covered with dust-layer.

DISTRICT No. 9—*Counties of Hastings, Northumberland and Durham, Peterboro, and Prince Edward.*

Hastings—In the northern part of the county a number of road locations were improved by diversions. The application of dust-layer was applied on the most heavily travelled roads of the County Road System, as well as considerable resurfacing.

Northumberland and Durham—A 20-foot steel span bridge was erected in Darlington Township and the Gardner Bridge in Cavan Township was extended in width. Resurfacing of the retread surfaces in the Villages of Cavanville, Bethany and Pontypool was carried out. In addition 23 miles of county roads were resurfaced with crushed gravel.

Peterboro—A gravel mulch road was laid for a distance of 1.25 miles in Bridgenorth. This is an extension of the 1934 work. 3.20 miles of surface-treatment was carried out in the Peterboro Suburban Area. One new concrete bridge of 20-foot span was built.

Resurfacing was carried on throughout the system and maintained in good condition by power graders.

Prince Edward—3.8 miles of bituminous retread were constructed during the year and the resurfacing of worn-out macadam by surface treatment and patching was undertaken.

DISTRICT No. 10—*Counties of Frontenac, Lennox and Addington, Leeds and Grenville.*

Frontenac—One mile of mixed macadam was undertaken on the Kingston Suburban portion of Road No. 6. 1½ miles of County Road No. 2 was brushed, ditched, graded and surfaced with two inches of crushed $\frac{3}{4}$ " granite as a day labour job using the county crusher. It is planned to give this metal a double bituminous surface in 1936.

Lennox and Addington—County Road No. 9 was extended 3 Miles to Coles Ferry. The grading work was undertaken by contract. Following the usual procedure, the county manufactured their own stone chips for surface treatment and in this way took care of a number of unemployed.

Leeds and Grenville—On Road No. 3 Lansdowne northerly from Lot No. 7, Con. V, the road was graded, gravelled and surfaced with stone. Road No. 9 Phillipsville to Elgin 1.1 miles of bituminous concrete was laid on the new grade. Road No. 6 Brockville to Lyn was also graded for a distance of 1.1 miles and a bituminous top constructed. On Road No. 16, the pavement from Merrickville to Burritt's Rapids was completed by the addition of one-half mile of retread.

In the Brockville Suburban Area one-half mile of grading was undertaken and in the Smiths Falls Suburban Area one mile of bituminous concrete surface was laid towards Jasper.

DISTRICT No. 11—*Counties of Carleton, Lanark, and Renfrew.*

Carleton—Continuation of the Richmond Road widening in Westboro was undertaken and—.75 miles on the River Road was relocated in the Ottawa Suburban Area.

Maintenance work was well done within the Suburban Area and more attention has been paid to dragging on the county roads with consequent improved surface condition.

Lanark—The Beaver Dam Bridge 92-foot span was constructed and one-half mile of road relocated in the matter of approaches. The bridge over the Mississippi River near Dalhousie Lake was jacked up and levelled.

Only normal maintenance was carried out on the County Road System.

Renfrew—A contract was let for a reinforced concrete bridge at Forrester's Falls but construction of this work was postponed until 1936 due to the lateness of the season. Preliminary surveys were run for a proposed new structure at Burnstown over the Bonnechere River.

Maintenance was the only activity in the county programme for 1935 with considerable interest being paid to the upkeep of hard surfaced roads.

DISTRICT No. 12—*Counties of Prescott and Russell and Dundas, Stormont and Glengarry.*

Prescott and Russell—Two miles of grading was undertaken on County Road No. 5, Cambridge-Russell Boundary and crushed stone applied for one mile. Grading was done along with the installation of culverts on Riceville Road No. 16. Extensive repairs were made to the Riceville Bridge.

Stormont, Dundas and Glengarry—The Crysler Bridge on County Road No. 13 was completed with the erection of 2—88' steel spans and 20-foot concrete floor. Cold premix macadam was laid for a distance of 7 miles on County Roads No. 6, No. 1, No. 2, No. 8, No. 14 and No. 15. On County Road No. 15 from Cornwall northerly for a distance of one-half mile widening was done and the old road extended to an 18-foot surface.

Surface treatment with bituminous material was carried out over 45 miles of roads.

The county has a splendid maintenance organization and the results show careful supervision.

During the year 113.4 miles of roads were added to the County Road System.



FALLS VIEW DRIVE - STAMFORD TOWNSHIP

ROAD ACCOUNTING

The uniform system of keeping road accounts has now been established in every county and a great improvement is noted also in the various townships. The procedure of auditing the highway accounts of the various municipalities and the assistance given by the Department's auditors has been most favourably received and greatly appreciated by the municipal officials.

ROAD CONFERENCE

The Twenty-First Annual Road Conference was held on the 18th and 19th of February 1935 and was largely attended by the various municipal officials. This annual interchange of experiences and opinions is creating a great interest among the officials. Over two hundred were registered at this conference.

In addition the Eighth Annual District Conference was held in London in March 1935 comprising the Middlesex, Elgin and Huron District, and the Seventh Annual District Conference was held in Chatham in March 1935 comprising the Essex, Lambton and Kent District. These smaller gatherings are a valuable supplement to the large one and the friendly exchange of experiences thus made possible are believed by this Branch to be of great practical benefit to all those participating.

TOWNSHIP ROADS

The total approved expenditure in 1935 of the 339 townships receiving aid under The Highway Improvement Act amounts to \$2,914,529.34. Subsidies amounting to \$1,219,153.18 were paid through the Highway Department.

The township work for 1935 consisted chiefly of resurfacing, dragging and mainly expenditure of general maintenance. Mention should be made of the work carried out in Stamford Township on the Falls View Drive under the supervision of Mr. M. F. Kerr. This is the largest single item of construction work, involving an expenditure of \$137,073.18, and the improvement made in this locality, affording as it does a magnificent view of Niagara Falls, and eliminating two railway crossings, reflects credit to all those responsible for this important undertaking. Pictures of this work appear on pages 34 and 37.

The following shows the growth of provincial aid to townships on road improvement under the provisions of The Highway Improvement Act:

1916.....	\$	1,241.71	towards Supt's salary
1917.....		1,608.72	" "
1918.....		1,910.59	" "
1919.....		2,620.00	" "
1920 (184 townships).....		340,973.38	commencement of aid
1921 (294 ").....		708,486.91	on improvement.
1922 (312 ").....		649,601.47	
1923 (315 ").....		614,037.88	
1924 (320 ").....		638,940.11	
1925 (272 ").....		988,633.29	
1926 (295 ").....		1,317,146.17	
1927 (307 ").....		1,619,169.74	
1928 (324 ").....		1,802,640.64	
1929 (337 ").....		2,105,741.41	
1930 (342 ").....		2,451,334.10	
1931 (344 ").....		1,805,658.51	
1932 (343 ").....		1,315,025.55	
1933 (338 ").....		988,342.09	
1934 (338 ").....		1,229,523.31	
1935 (339 ").....		1,221,706.95	

\$19,796,961.51

NEW FEATURES

The Department publishes, as a matter of interest, a summary of road surfaces existing on county and township roads at the end of 1935, under county headings. This year we have divided the usual county summary of work and expenditure so as to provide a schedule showing on the one side the work done on county roads during the year, and on the other, the work done on township roads during the year. The expenditure, which this work represents, appears separately.

This Branch has for some years paid special attention to the amounts raised by counties and townships for road purposes, and schedules have been provided showing SUMMARY OF COUNTY AND TOWNSHIP LEVIES—1935, and SUMMARY OF 1935 COUNTY LEVIES ON BASIS OF EQUALIZED ASSESSMENT.

This information is made possible through the kindly co-operation of the municipal clerks and treasurers of the Province and the Department desires to thank these officials for the help they have given us in this and many other matters.

INDIAN RESERVES

During the year 1935, the expenditure made on Indian Reserves was \$29,098.73 on which the Department subsidy amounted to \$13,891.84. Thirteen Indian Reserves are participating in Departmental assistance under the Highway Improvement Act.

<u>Indian Reserve</u>	<u>Expenditure</u>
Alnwick.....	460.97
Cape Crocker.....	3,966.50
Caradoc.....	837.16
Kettle and Stony Point.....	169.06
Moravian.....	284.90
Mud Lake.....	139.60
New Credit.....	1,500.00
Rice Lake.....	99.77
Sarnia.....	145.20
Saugeen.....	696.80
Six Nations.....	17,757.65
Tyendinaga.....	2,201.53
Walpole Island.....	839.59
Total.....	\$29,098.73

CONCLUSION

The county engineers and superintendents of the various counties and suburban commissions along with the township road superintendents are making a great contribution to the improvement of rural roads throughout Ontario and this Department acknowledges with appreciation the wholehearted co-operation of these officials in this splendid work for the welfare of the people of Ontario.



FALLS VIEW GRADE SEPARATION - STAMFORD TWP.

Overhead crossing and north end of new gradient, looking east and across the Niagara River.

APPENDICES

Nos. 1 to 12

APPENDIX

DETAILS OF CONSTRUCTION—

County	Bit. Mixed Method	Culverts and Extensions Built		Bridges and Subways	Miles of Grading and Shoulders	Miles of Gravel- ling
		Culverts Built	Ex- tensions			
Brant.....						6.00
Bruce.....						51.2
Carleton.....			23			
Dufferin.....		2 C.I.P.				7.7
Elgin.....		2				12.2
Essex.....	1.53	1	1		.53	7.1
Frontenac.....			86	1 B	1.00	
Grey.....	3.57	2 C.I.P.				41.8
Haldimand.....						
Halton.....		1	20		2.21	
Hastings.....	1.1	4 C.I.P.	3		7.5	
Huron.....		5			8.41	20.00
Kent.....	.16	6			3.18	15.13
Lambton.....				2	.65	61.42
Lanark.....			1			
Leeds and Grenville.....					10.5	10.00
Lennox and Addington.....		3	131		10.00	2.00
Lincoln.....			1	1	.36	
Middlesex.....						22.00
Norfolk.....						
Northumberland and Durham.....						
Ontario.....			13		4.1	
Oxford.....						4.3
Peel.....		21	21		7.15	2.25
Perth.....		1	3	2	.6	45.00
			5 C.I.P.			
Peterboro.....		2		1		12.00
Prescott and Russell.....			34		.2	
Prince Edward.....						
Renfrew.....				1		
Simcoe.....		45		{ 1 B 1 S	11.1	7.88
Stormont, Dundas and Glengarry.....	3.5	10	15			8.64
Victoria.....						14.00
Waterloo.....	.35		1			
Welland.....	.13					
Wellington.....			1			
Wentworth.....			1	1 EXT.	.15	
York.....		37	7		8.8	.45

No. 1

KING'S HIGHWAYS, 1935

Miles of Traffic Bound Macadam	Miles of Bitumen Pene- tration	Miles of Asphaltic Concrete	Miles of Concrete Pavement	Lin. Ft. of Guard Rail	Lin. Ft. Storm Sewers and Tiling	Miles of Surface Treat- ment	Miles of Gravel Road Maint.	Miles of New Fence Erected
			1.00	4,500		1.2		
				2,194	1,000		19.2	
.2				8,530	280			.85
				226	2,400			.25
					42,849			1.33
						3.75	7.10	.7
10.00	8.6			600	3,000	70.2		9.00
				1,070	3,000	9.05		.05
						25.23		1.04
		1.00			264		2.7	5.10
24.00	7.00			9,000	16,360	13.3	63.79	1.5
				2,500		2.5	61.25	8.5
					34,800	9.10	15.13	4.4
					42,100		61.42	2.5
	3.31			5,362	330	39.9	6.3	.29
				398		42.2	11.5	1.00
24.00				3,500		27.6		12.5
	.16					3.08		2.41
					300	5.3	10.2	1.25
					1,500	17.6		.4
							27.23	
			4M-20w					
			1M-2-10w		3,960		32.5	
	Re-Sfce L.S					8.1		9.3
.25	.....	3.2	2.33	1,600	12,475		5.3	7.3
				4,000	1,000	1.00	37.53	2.5
							48.75	
			6.3	1,353	8,280		9.03	.37
			6M-20w			11.2		
			10M3-10w	10,148	993			
6.5			3.00	10,500	1,750	1.75	93.3	18.23
				2,970	3,014	9.3	6.1	.25
							22.65	
				5,000	4,000			.1
					528			
				1,475				2.00
				2,500	9,082	21.66		6.44
6.35	1.1	.55	.87	1,900	4,624	5.7	6.5	10.65

APPENDIX No. 2
EXPENDITURE BY COUNTIES
April 1, 1935 to March 31, 1936

County	Construction	Maintenance	Total
BRANT			
Highway No. 2.....	\$ 3,126.55	\$ 11,454.98	\$ 14,581.53
" No. 5.....	5,173.22	3,683.31	8,856.53
" No. 24.....	6,241.46	6,482.86	12,724.32
" No. 24A.....	580.62	1,831.20	2,411.82
Burford Road.....	7,345.09	4,978.59	12,323.68
Total.....	22,466.94	28,430.94	50,897.88
BRUCE			
Highway No. 4.....	4,829.08	7,744.86	12,573.94
" No. 9.....	32,809.34	13,575.26	46,384.60
" No. 21.....	24,775.35	18,651.60	43,426.95
Total.....	62,413.77	39,971.72	102,385.49
CARLETON			
Highway No. 15.....	1,137.92	5,899.81	7,037.73
" No. 16.....	2,837.01	8,989.37	11,826.38
" No. 17.....	17,794.74	12,077.26	29,872.00
" No. 29.....	650.16	1,355.94	2,006.10
Total.....	22,419.83	28,322.38	50,742.21
DUFFERIN			
Highway No. 9.....	3,914.61	6,857.69	10,772.30
" No. 10.....	1,096.18	8,695.70	9,791.88
Total.....	5,010.79	15,553.39	20,564.18
ELGIN			
Highway No. 3.....	32,529.50	20,922.54	53,452.04
" No. 4.....	767.96	5,002.90	5,770.86
" No. 19.....	44,003.86	5,065.02	49,068.88
Total.....	77,301.32	30,990.46	108,291.78
ESSEX			
Highway No. 2.....	3,281.55	6,945.68	10,227.23
" No. 2A.....	3,252.05	10,526.17	13,778.22
" No. 3.....	22,243.79	9,898.13	32,141.92
" No. 3B.....	249.05	3,816.39	4,065.44
" No. 18.....	28,805.76	10,235.94	39,041.70
" No. 39.....	6,002.95	5,789.97	11,792.92
Total.....	63,835.15	47,212.28	111,047.43
FRONTENAC			
Highway No. 2.....	2,071.21	7,890.54	9,961.75
" No. 7.....	5,622.35	9,054.16	14,676.51
" No. 15.....	1,456.82	13,209.14	14,665.96
" No. 33.....	35,055.44	1,119.95	36,175.39
" No. 38.....	73,668.41	9,980.29	83,648.70
Wolfe Island.....	30,756.87	1,205.08	31,961.95
Total.....	148,631.10	42,459.16	191,090.26
GREY			
Highway No. 4.....	11,074.46	11,383.01	22,457.47
" No. 6.....	53,914.54	16,585.50	70,500.04
" No. 10.....	14,386.50	13,339.00	27,725.50
" No. 21.....	3,587.11	5,112.98	8,700.09
" No. 26.....	9,800.73	10,272.79	20,073.52
Total.....	92,763.34	56,693.28	149,456.62

County	Construction	Maintenance	Total
HALDIMAND:			
Highway No. 3	\$ 7,456.42	\$ 17,332.01	\$ 24,788.43
" No. 6	3,391.41	14,820.25	18,211.66
Darkie Side Road	494.66	2,378.31	2,872.97
Total	11,342.49	34,530.57	45,873.06
HALTON:			
Highway No. 2	28,316.06	7,831.12	36,147.18
" No. 5	844.05	9,798.66	10,642.71
" No. 7	120.74	6,180.49	6,301.23
" No. 25	58,779.40	5,142.37	63,921.77
Queen St.	23,280.61	3,243.45	26,524.06
Total	111,340.86	32,196.09	143,536.95
HASTINGS:			
Highway No. 2	587.91	9,986.59	10,574.50
" No. 7	35,807.82	14,497.47	50,305.29
" No. 14	16,134.13	15,289.18	31,423.31
" No. 33	113,117.67	3,523.87	116,641.54
" No. 37	28,367.53	20,195.97	48,563.50
Total	194,015.06	63,493.08	257,508.14
HURON:			
Highway No. 4	26,019.66	20,838.29	46,857.95
" No. 8	791.61	6,103.79	6,895.40
" No. 21	23,691.23	29,917.31	53,608.54
" No. 23	1,649.57	1,165.73	2,815.30
Total	52,152.07	58,025.12	110,177.19
KENT:			
Highway No. 2	33,339.54	15,232.16	48,571.70
" No. 3	7,729.42	9,147.57	16,876.99
" No. 21	6,750.10	8,570.58	15,320.68
" No. 40	16,927.97	6,166.80	23,094.77
Total	64,747.03	39,117.11	103,864.14
LAMBTON:			
Highway No. 7	11,397.22	13,667.62	25,064.84
" No. 21	36,681.74	13,243.68	49,925.42
" No. 21A	4,926.03	2,219.39	7,145.42
" No. 22	262.69	2,730.34	2,993.03
" No. 40	145,930.77	11,665.33	157,596.10
Total	199,198.45	43,526.36	242,724.81
LANARK:			
Highway No. 7	24,597.08	4,723.78	29,320.86
" No. 15	3,098.56	22,923.99	26,022.55
" No. 29	52,971.61	6,165.59	59,137.20
Franktown Road	1,181.66	.....	1,181.66
Total	81,848.91	33,813.36	115,662.27
LEEDS AND GRENVILLE:			
Highway No. 2	6,151.35	19,872.37	26,023.72
" No. 15	20,904.34	17,544.33	38,448.67
" No. 16	901.26	9,409.57	10,310.83
" No. 29	12,010.78	13,286.68	25,297.46
" No. 32	1,369.51	5,980.68	7,350.19
Forthton—Westport	51,834.08	2,980.95	54,815.03
Total	93,171.32	69,074.58	162,245.90

County	Construction	Maintenance	Total
LENNOX AND ADDINGTON:			
Highway No. 2.....	\$ 2,196.05	\$ 5,826.53	\$ 8,022.58
" No. 7.....	3,541.30	2,021.44	5,562.74
" No. 33.....	106,010.82	5,721.47	111,732.29
" No. 41.....	254,218.65	5,949.83	260,168.48
Total.....	365,966.82	19,519.27	385,486.09
LINCOLN:			
Highway No. 8.....	52,479.35	14,403.20	66,882.55
" No. 8A.....	33.96	919.62	953.58
" No. 20.....	5,273.68	6,981.36	12,255.04
Bismark—Wellandport.....	1,356.47	4,830.87	6,187.34
Total.....	59,143.46	27,135.05	86,278.51
MIDDLESEX:			
Highway No. 2.....	3,821.29	25,117.00	28,938.29
" No. 4.....	3,756.02	17,371.21	21,127.23
" No. 7.....	2,426.62	20,307.60	22,734.22
" No. 22.....	1,096.80	7,593.66	8,690.46
" No. 23.....	2,661.66	1,920.02	4,581.68
Total.....	13,762.39	72,309.49	86,071.88
NORFOLK:			
Highway No. 3.....	4,877.64	14,447.04	19,324.68
" No. 6.....	1,329.37	4,416.27	5,745.64
" No. 19.....	742.77	2,567.31	3,310.08
" No. 24.....	1,587.33	2,966.27	4,553.60
Total.....	8,537.11	24,396.89	32,934.00
NORTHUMBERLAND AND DURHAM:			
Highway No. 2.....	4,746.78	30,731.18	35,477.96
" No. 28.....	380.68	3,819.69	4,200.37
" No. 30.....	29,399.62	15,733.89	45,133.51
" No. 33.....	23,327.26	1,700.12	25,027.38
Total.....	57,854.34	51,984.88	109,839.22
ONTARIO:			
Highway No. 2.....	1,023.68	13,577.64	14,601.32
" No. 7.....	1,155.20	5,509.00	6,664.20
" No. 12.....	19,669.11	30,287.71	49,956.82
Total.....	21,847.99	49,374.35	71,222.34
OXFORD:			
Highway No. 2.....	11,142.77	9,743.73	20,886.50
" No. 3.....	216.84	617.90	834.74
" No. 19.....	5,459.46	19,137.85	24,597.31
Burford Road.....	3,349.07	2,077.11	5,426.18
Total.....	20,168.14	31,576.59	51,744.73
PEEL:			
Highway No. 2.....	98,746.57	7,038.40	105,784.97
" No. 5.....	6,231.83	9,213.44	15,445.27
" No. 7.....	6,841.75	4,958.98	11,800.73
" No. 10.....	13,518.13	12,498.77	26,016.90
Queen St.....	51,783.17	7,539.53	59,322.70
Total.....	177,121.45	41,249.12	218,370.57
PERTH:			
Highway No. 7.....	2,286.59	6,543.79	8,830.38
" No. 8.....	6,305.84	11,153.34	17,459.18
" No. 19.....	30,435.64	9,270.93	39,706.57
" No. 23.....	8,560.75	16,543.46	25,104.21
Total.....	47,588.82	43,511.52	91,100.34

County	Construction	Maintenance	Total
PETERBORO:			
Highway No. 7	\$ 130,786.00	\$ 22,558.05	\$ 153,344.05
" No. 28	12,992.98	8,113.36	21,106.34
" No. 30	5,543.60	1,023.75	6,567.35
Total	149,322.58	31,695.16	181,017.74
PRESCOTT AND RUSSELL:			
Highway No. 17	221,976.85	18,433.61	240,410.46
" No. 34	1,529.97	4,872.93	6,402.90
Total	223,506.82	23,306.54	246,813.36
PRINCE EDWARD:			
Highway No. 14	7,792.19	7,331.46	15,123.65
" No. 33	15,153.58	18,975.19	34,128.77
Total	22,945.77	26,306.65	49,252.42
RENFREW:			
Highway No. 17	307,309.22	21,853.70	329,162.92
" No. 29	56.54	124.73	181.27
Total	307,365.76	21,978.43	329,344.19
SIMCOE:			
Highway No. 9	9,359.97	8,093.01	17,452.98
" No. 11	23,726.12	18,552.14	42,278.26
" No. 12	30,944.53	23,149.22	54,093.75
" No. 26	11,660.23	11,953.76	23,613.99
" No. 27	226,214.88	26,796.83	253,011.71
Total	301,905.73	88,544.96	390,450.69
STORMONT, DUNDAS AND GLENGARRY:			
Highway No. 2	12,541.44	22,541.56	35,083.00
" No. 31	10,251.28	5,379.59	15,630.87
" No. 34	45,304.95	13,490.27	58,795.22
Total	68,097.67	41,411.42	109,509.09
VICTORIA:			
Highway No. 7	3,084.26	6,687.74	9,772.00
" No. 35	14,407.96	9,411.89	23,819.85
" No. 36	21,217.53	6,347.30	27,564.83
Total	38,709.75	22,446.93	61,156.68
WATERLOO:			
Highway No. 7	275.32	2,717.84	2,993.16
" No. 8	24,503.00	11,586.42	36,089.42
" No. 24	2,010.14	3,124.11	5,134.25
" No. 24A	580.56	2,032.31	2,612.87
Elmira Rd.	2,141.11	4,322.50	6,463.61
Total	29,510.13	23,783.18	53,293.31
WELLAND:			
Highway No. 3	2,327.18	10,327.53	12,654.71
" No. 3A	802.46	5,039.32	5,841.78
" No. 8	1,949.39	1,532.06	3,481.45
" No. 20	Cr. 445.53	6,051.88	5,606.35
Canal Road	279.88	1,152.08	1,431.96
Dominion Rd.	3,427.92	1,438.12	4,866.04
Thorold S. to No. 20	1,573.56	759.02	2,332.58
Total	9,914.85	26,300.01	36,214.87

County	Construction	Maintenance	Total
WELLINGTON:			
Highway No. 6.....	\$ 5,098.93	\$ 30,133.31	\$ 35,232.24
" No. 7.....	326.94	6,057.41	6,384.35
" No. 9.....	2,925.19	7,575.79	10,500.98
" No. 23.....	312.79	941.48	1,254.27
" No. 24.....	266.63	1,645.79	1,912.42
Total.....	8,930.48	46,353.78	55,284.26
WENTWORTH:			
Highway No. 2.....	59,562.55	14,345.48	73,908.03
" No. 5.....	3,403.33	12,943.33	16,346.66
" No. 6.....	5,402.03	19,419.81	24,821.84
" No. 8.....	15,854.72	11,498.87	27,353.59
" No. 20.....	3,144.24	10,758.76	13,903.00
" No. 20A.....	9,630.30	3,048.32	12,678.62
" No. 25.....	.....	147.40	147.40
Darkie Side Rd.....	2,688.97	1,390.60	4,079.57
Gage Ave.....	28.76	861.88	890.64
Windermere Cut Off.....	77.41	363.23	440.64
Total.....	99,792.31	74,777.68	174,569.99
YORK:			
Highway No. 2.....	64,432.38	13,317.84	77,750.22
" No. 5.....	1,273.29	4,524.66	5,797.95
" No. 7.....	4,269.90	11,330.87	15,600.77
" No. 11.....	52,194.01	19,849.89	72,043.90
Queen St.....	1,735.65	4,298.09	6,033.74
Total.....	123,905.23	53,321.35	177,226.58
TOWN OF OAKVILLE:			
Highway No. 2.....	7.80	456.44	464.24
TOWN OF BURLINGTON:			
Highway No. 2.....	870.23	519.09	1,389.32
TYENDINAGA INDIAN RESERVE:			
Highway No. 2.....	90.37	4,281.21	4,371.58
PRELIMINARY SURVEY RES. No. 3.....	251.81	.....	251.81
Total.....	\$3,459,776.25	\$1,509,949.87	\$4,969,726.12

APPENDIX No. 3

EXPENDITURES BY ROADS

April 1, 1935, to March 31, 1936

Highway No.		Mileage	Construction	Maintenance	Total
2	Windsor—Quebec Boundary....	541.1	\$ 336,056.08	\$ 226,709.54	\$ 562,765.62
2A	Windsor—Tilbury.....	28.7	3,252.05	10,526.17	13,778.22
3	Windsor—Fort Erie.....	260	77,380.79	82,692.72	160,073.51
3A	Dunnville—Niagara Falls.....	38	802.46	5,039.32	5,841.78
3B	Windsor to Highway No. 3.....	5.33	249.05	3,816.39	4,065.44
4	Port Stanley—Flesherton.....	155.5	46,447.18	62,340.27	108,787.45
5	Toronto—Paris.....	61.4	16,925.72	40,163.40	57,089.12
6	Port Dover—Hamilton				
	Owen Sound.....	149.6	69,136.28	85,375.14	154,511.42
7	Sarnia—Ottawa.....	465	232,539.09	136,816.24	369,355.33
8	Niagara Falls—Goderich.....	155.7	101,883.91	56,277.68	158,161.59
8A	St. David's—Queenston.....	2.96	33.96	919.62	953.58
9	Cookstown—Kincardine.....	124.7	49,009.11	36,101.75	85,110.86
10	Port Credit—Owen Sound.....	105	29,000.81	34,533.47	63,534.28
11	Toronto—Severn.....	95.8	75,920.13	38,402.03	114,322.16
12	Whitby—Midland.....	97.7	50,613.64	53,436.93	104,050.57
14	Pictou—Marmora.....	51.4	23,926.32	22,620.64	46,546.96
15	Ottawa—Kingston.....	131	26,597.64	59,577.27	86,174.91
16	Ottawa—Prescott.....	62.3	3,738.27	18,398.94	22,137.21
17	Point Fortune—Pembroke.....	172.6	547,080.81	52,364.57	599,445.38
18	Leamington—Windsor.....	49	28,805.76	10,235.94	39,041.70
19	Port Burwell—Trallee.....	92.2	80,641.73	36,041.11	116,682.84
20	Niagara Falls—Burlington.....	53.3	7,972.39	23,792.00	31,764.39
20A	Duff's Corners Hy. 2—Highway				
	No. 20.....	13.02	9,630.30	3,048.32	12,678.62
21	Morpeth—Owen Sound.....	211.8	95,485.53	75,496.15	170,981.68
21A	Highway No. 7 to Forest.....	7.8	4,926.03	2,219.39	7,145.42
22	London—Sarnia.....	66.8	1,359.49	10,324.00	11,683.49
23	London—Arthur.....	86.3	13,184.77	20,570.69	33,755.46
24	Guelph—Simcoe.....	54.9	10,105.56	14,219.03	24,324.59
24A	Paris—Galt.....	13.1	1,161.18	3,863.51	5,024.69
25	Burlington—Milton.....	14.37	58,779.40	5,289.77	64,069.17
26	Barrie—Owen Sound.....	74.6	21,460.96	22,226.55	43,687.51
27	Schomberg—Midland—				
	Penetanguishene.....	62.1	226,214.88	26,796.83	253,011.71
28	Port Hope—Burleigh Falls.....	49.9	13,373.66	11,933.05	25,306.71
29	Brockville—Arnprior.....	93.2	65,689.09	20,932.94	86,622.03
30	Brighton—Havelock.....	32	34,943.22	16,757.64	51,700.86
31	Morrisburg—Ottawa to Dundas				
	County Line.....	23.9	10,251.28	5,379.59	15,630.87
32	Gananoque—Smith's Falls.....	47.9	1,369.51	5,980.68	7,350.19
33	Stirling—Kingston.....	86.2	292,664.77	31,040.60	323,705.37
34	Lancaster—Hawkesbury.....	38.1	46,834.92	18,363.20	65,198.12
35	Lindsay—Rosedale.....	22.1	14,407.96	9,411.89	23,819.85
36	Lindsay—Bobcaygeon.....	23.1	21,217.53	6,347.30	27,564.83
37	Belleville—Actinolite.....	29.3	28,367.53	20,195.97	48,563.50
38	Kingston—Sharbot Lake.....	47.1	73,668.41	9,980.29	83,648.70
39	Windsor—Belle River.....	27.2	6,002.95	5,789.97	11,792.92
40	Sarnia—Chatham.....	50.1	162,858.74	17,832.13	180,690.87
41	Napanee—Kaladar.....	38.1	254,218.65	5,949.83	260,168.48
42	Queen Street.....	16.86	76,799.43	15,081.07	91,880.50
43	Gage Ave., Hamilton, South to				
	Highway No. 20.....	3.16	28.76	861.88	890.64
44	Windermere Cut off Hamilton				
	N. E. to Highway No. 20.....	1.36	77.41	363.23	440.64
45	Darkie Side Road Elfride South				
	to Highway No. 3.....	15.12	3,183.63	3,768.91	6,952.54
46	Bismark—Wellandport.....	3.08	1,356.47	4,830.87	6,187.34
47	Canal Road, Humberstone—				
	Welland.....	5	279.88	1,152.08	1,431.96
Forward.....			\$3,357,915.08	\$1,492,188.50	\$4,850,103.58

Highway No.	Mileage	Construction	Maintenance	Total
Brought Forward.....		\$3,357,915.08	\$1,492,188.50	\$4,850,103.58
48 Dominion Road, Ridgeway—				
Fort Erie.....	6.77	3,427.92	1,438.12	4,866.04
49 Thorold South to Highway No. 20	2.39	1,573.56	759.02	2,332.58
50 Burford Road.....	26.9	10,694.16	7,055.70	17,749.86
51 Waterloo—Elmira.....	8.6	2,141.11	4,322.50	6,463.61
52 Wolfe Island.....	28	30,756.87	1,205.08	31,961.95
53 Forthton—Westport.....		51,834.08	2,980.95	54,815.03
54 Franktown Road Preliminary Survey.....		1,181.66		1,181.66
		\$3,459,524.44	\$1,509,949.87	\$4,969,474.31
Preliminary Survey, Stratford...		251.81		251.81
		\$3,459,776.25	\$1,509,949.87	\$4,969,726.12

APPENDIX No. 4

**SCHEDULE OF ASSUMPTIONS AND REVERSIONS
OF SECTIONS OF THE KING'S HIGHWAY SYSTEM FOR THE YEAR 1935**

During the year the system was extended by assuming 189.53 miles, less 6.65 miles reverted, making a total assumed of 3,596.41 miles. A list of the roads added to the system, together with the mileage and date of designation, also list of roads and mileage reverted from the system, is as follows:—

The King's Highways Assumed in 1935

County	Date of Designation	Municipality	Mileage	Total Mileage
Brant	14th August 1935	Brantford Township	6.80	16.50
		Burford Township	9.70	
Bruce	15th May, 1935	Amabel Township	6.47	48.06
		Arran Township	4.24	
		Bruce Township	9.27	
		Huron Township	8.87	
		Kincardine Township	6.70	
		Saugeen Township	8.08	
		Port-Elgin Village	1.90	
		Tiverton Village	1.35	
		Kincardine Town	0.42	
		Southampton Town	0.76	
Elgin	26th June 1935	Bayham Township	0.85	0.85
Frontenac	22nd May, 1935	Wolfe Island Township	20.00	20.00
Grey	15th May, 1935	Derby Township	8.53	8.53
Halton	4th September 1935	Nelson Township	1.38	1.38
Hastings	26th June 1935	Stirling Village	2.45	2.45
Huron	15th May, 1935	Ashfield Township	14.99	21.86
		Colvorne Township	6.87	
Kent	1st May, 1935	Raleigh Township	0.40	1.30
	13th November, 1935	Tilbury Town	0.90	
Lennox and Addington	1st May, 1935	Camden Township	4.08	30.65
		Kaladar Township	4.50	
		Richmond Township	9.05	
		Sheffield Township	13.02	
Leeds	31st July, 1935	Bastard Township	9.40	
		Crosby S. Township	4.05	
		Crosby N. "	4.05	
		Elizabeth Township	0.95	
		Landsdowne Township	4.60	
		Yonge Township	7.65	
		Athens Village	0.75	32.35
		Newboro Village	0.50	
		Westport Village	0.40	
Oxford	14th August, 1935	Oxford E. Township	4.26	4.26
Perth	6th November, 1935	Milverton Village	0.84	0.84
Welland	4th September, 1935	Crowland Township	0.50	0.50
				189.53

Reversions From January 1st, 1935 to December 31st, 1935

County	Municipality	Year	Mileage	Total Mileage
Lambton	Sarnia Township	1935	0.56	4.52
	Sombra Township	1935	0.67	
	Sombra Township	1935	0.84	
	Sombra Township	1935	1.71	
	Moore Township	1935	0.74	
Leeds	Leeds Township	1935	0.16	0.16
Peterborough	Smith Township	1935	0.15	0.15
Simcoe	Tay Township	1935	1.34	1.34
Victoria	Ops Township	1935	0.27	0.48
	Ops Township	1935	0.21	
				6.65

APPENDIX No. 5
GROWTH OF COUNTY ROAD EXPENDITURES AND PROVINCIAL GRANTS

Year work was done	Number of Counties	Expenditure	Government Grant
1903.....	4	\$ 166,149 06	\$ 55,383 02
1904.....	7	291,084 42	97,028 48
1905.....	7	179,593 62	59,864 53
1906.....	10	247,102 37	82,367 45
1907.....	14	383,518 86	127,839 62
1908.....	15	429,393 57	143,131 16
1909.....	16	440,374 08	146,791 36
1910.....	17	553,312 61	184,437 54
1911.....	19	712,072 52	237,357 50
1912.....	20	898,631 18	299,543 69
1913.....	20	847,684 15	282,561 35
1914.....	20	785,521 93	261,840 61
1915.....	20	811,540 05	270,513 34
1916.....	23	955,447 19	327,663 76
1917.....	32	1,388,341 87	483,621 32
1918.....	36	2,226,899 70	815,440 01
1919.....	37	5,714,937 19	2,623,719 24
1920.....	..	7,956,863 72	3,626,418 08
1921.....	..	11,078,288 39	5,119,882 26
1922.....	..	9,162,491 79	4,258,339 83
1923.....	..	7,403,509 96	3,418,523 07
1924.....	..	6,861,451 62	3,214,321 50
1925.....	..	6,608,431 04	3,222,678 10
1926.....	..	5,838,445 12	2,913,660 96
1927.....	..	7,424,464 85	3,706,719 88
1928.....	..	8,784,420 42	4,360,222 86
1929.....	..	9,212,758 04	4,591,110 16
1930.....	..	8,929,424 27	4,463,527 11
1931.....	..	7,265,350 65	3,625,860 66
1932.....	..	4,214,410 70	2,106,457 18
1933.....	..	3,058,622 91	1,529,228 37
1934.....	..	3,391,768 96	1,695,291 35
1935.....	..	3,107,215 32	1,553,273 39
Totals to date.....		\$127,329,523 13	\$59,904,618 74

APPENDIX No. 6

COUNTY ROAD MILEAGE AND EXPENDITURE

From Inception of County Road Systems to December 31st, 1935,
Provincial Subsidies on 1935 Expenditure Being Paid in 1936.

County	Year of Estab- lishment of System	Road Mileages			Total Approved Expenditure to end of 1935	Total Government Grant
		County Roads	County Sub- urban Roads	Total		
		Miles	Miles	Miles	\$ c	\$ c
Brant.....	1917	67.6	24.7	92.3	2,362,968.57	1,173,250.14
Bruce.....	1917	259.2	.....	259.2	3,149,742.96	1,564,850.74
Carleton.....	1909	153.2	104.8	258.0	6,649,755.81	3,117,800.21
Dufferin.....	1918	143.7	.....	143.7	1,347,659.91	636,862.88
Elgin.....	1917	226.8	14.3	241.1	2,417,805.64	1,133,188.45
Essex.....	1916	211.8	37.9	249.7	6,049,711.64	2,969,244.09
Frontenac.....	1906	131.4	28.5	159.9	1,521,520.50	694,751.24
Grey.....	1918	183.2	34.2	217.4	3,281,797.82	1,618,022.06
Haldimand.....	1911	154.0	.....	154.0	2,485,159.29	1,141,239.24
Halton.....	1907	137.4	.....	137.4	2,215,929.63	1,012,019.41
Hastings.....	1904	291.0	.....	291.0	3,320,096.63	1,532,907.75
Huron.....	1917	358.7	.....	358.7	2,705,808.72	1,289,639.11
Kent.....	1917	262.7	9.5	272.2	4,338,085.37	2,165,374.43
Lambton.....	1918	228.9	12.0	240.9	2,592,561.94	1,247,283.38
Lanark.....	1903	237.8	7.2	245.0	2,738,843.91	1,291,508.21
Leeds and Grenville.....	1910	238.1	10.3	248.4	3,611,761.28	1,659,173.31
Lennox and Addington..	1906	130.0	.....	130.0	2,614,589.48	1,261,970.44
Lincoln.....	1904	123.8	12.3	136.1	4,084,677.24	1,779,151.78
Middlesex.....	1906	386.5	35.2	421.7	4,188,055.70	1,909,717.68
Norfolk.....	1917	210.3	.....	210.3	3,125,995.34	1,477,324.48
Northumberland and Durham.....	1918	244.5	.....	244.5	3,094,854.26	1,519,141.41
Ontario.....	1918	198.8	13.5	212.3	1,978,687.70	955,709.81
Oxford.....	1904-7	191.1	3.9	195.0	2,848,140.54	1,251,372.00
Peel.....	1906	148.7	.....	148.7	2,504,365.77	1,114,064.97
Perth.....	1907	173.4	.....	173.4	1,666,613.14	748,346.69
Peterborough.....	1919	106.4	31.3	137.7	1,040,816.96	495,768.11
Prescott and Russell....	1917	219.6	.....	219.6	4,224,379.23	1,884,743.54
Prince Edward.....	1907	147.2	.....	147.2	1,986,853.27	904,448.82
Renfrew.....	1918	219.1	.....	219.1	3,118,235.30	1,515,321.77
Simcoe.....	1903	303.8	.....	303.8	3,989,168.03	1,839,350.96
Stormont, Dundas and Glengarry.....	1917	461.7	.....	461.7	5,317,406.30	2,585,181.03
Victoria.....	1917	172.8	.....	172.8	2,483,184.94	1,230,606.72
Waterloo.....	1908	166.5	13.6	180.1	3,759,798.82	1,833,300.51
Welland.....	1912	101.6	16.4	118.0	4,655,162.15	2,148,229.30
Wellington.....	1903	317.7	12.5	330.2	3,610,652.22	1,678,726.78
Wentworth.....	1902	131.6	61.5	193.1	4,061,945.21	1,846,336.76
York.....	1911	39.4	260.2	299.6	12,186,731.91	5,678,690.53
Totals.....	.....	7,480.0	743.8	8,223.8	127,329,523.13	59,904,618.74

APPENDIX No. 7
SUMMARY—1935
Work Done on County Roads

Name of County	Miles of Road Surfaced					New Bridges	Pipe and Tile Culverts	Steel Arch and Concrete Culverts
	Gravel or Stone	Surface Treated Macadam or Stone	Low-Cost Bitu- minous Surfaces	Mixed Macadam or As- phaltic Concrete	Cement Concrete			
Brant.....	1.00	0.25	2.00	.....	.....	..	7	1
Bruce.....	9.00	.....	4.25	4.00	.....	1	10	..
Carleton.....	8.70	2.10	1.96	0.50	.....	..	22	..
Dufferin.....	2.30	.....	.....	.....	.....	3	14	1
Elgin.....	1.00	.....	.....	.....	.....	*1	7	..
Essex.....	0.50	.....	4.25	.....	.....	2	5	..
Frontenac.....	.....	.....	.....	1.00	.....	..	11	..
Grey.....	4.80	.....	1.00	.....	.....	1	.....	..
Haldimand.....	2.25	.....	.....	.....	.....	1	3	..
Halton.....	6.00	.....	3.70	.....	.....	..	4	..
Hastings.....	3.00	.....	.....	.....	.....	..	36	2
Huron.....	2.50	.....	1.66	.....	.....	..	.....	2
Kent.....	11.25	.....	1.00	.....	.....	1	.....	1
Lambton.....	7.75	.....	0.87	.....	.....	..	44	..
Lanark.....	.....	.....	.....	.....	.....	1	.....	..
Leeds and Gren- ville.....	1.50	1.00	.....	2.20	.....	..	1	3
Lennox and Addington.....	3.00	.....	.....	.....	.....	..	13	..
Lincoln.....	.....	.....	.....	.....	.....	..	2	4
Middlesex.....	2.00	.....	.....	.....	1.64	..	17	2
Norfolk.....	12.86	.....	.....	.....	.....	..	3	5
Northumberland and Durham.....	.....	.....	.....	.....	.....	2	18	1
Ontario.....	5.13	.....	2.69	.....	.....	1	53	2
Oxford.....	.....	1.75	1.00	.....	.....	3	.....	..
Peel.....	.....	.....	1.10	.....	.....	..	.....	..
Perth.....	5.75	.....	0.50	.....	.....	..	8	3
Peterboro.....	2.00	3.20	1.25	.....	.....	1	23	2
Prescott and Russell.....	2.87	.....	.....	.....	.....	..	8	1
Prince Edward..	.....	.....	3.80	.....	.....	..	18	..
Renfrew.....	.....	.....	.....	.....	.....	..	.....	..
Simcoe.....	10.00	.....	.....	.....	.....	..	10	6
Stormont, Dun- das and Glen..	.....	3.00	7.50	.....	.....	1	1	..
Victoria.....	3.72	.....	.....	.....	.....	1	29	..
Waterloo.....	10.25	.....	8.81	0.50	.....	..	111	5
Welland.....	.....	.....	.....	.....	.....	..	1	..
Wellington.....	13.35	1.50	.....	.....	.....	..	.....	4
Wentworth.....	4.25	9.75	3.75	.....	0.15	..	4	4
York.....	7.94	.....	.....	1.87	0.65	..	290	9
Totals.....	144.67	22.55	51.09	10.07	2.44	20	773	58

*This bridge on Middlesex-Elgin Bdy.

APPENDIX No. 8

NAME OF COUNTY	SUPERINTENDENCE		ROAD AND CULVERT CON- STRUCTION	URBAN IMPROVEMENT		BRIDGE CON- STRUCTION
	Con- struction	Mainte- nance		Con- struction	Mainte- nance	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Brant.....	2,339.82	2,102.76	18,153.47	2,243.03		
Bruce.....	1,975.50	2,038.02	37,943.36	9,266.64	3,867.21	16,178.33
Carleton.....	4,433.00	3,830.45	54,237.80	3,603.28		
Dufferin.....	1,369.00	2,210.08	6,514.30		898.49	1,828.87
Elgin.....	440.00	2,611.50	3,435.03	1,337.46		3,862.46
Essex.....	1,175.41	1,874.00	25,375.22		20,651.96	2,351.88
Frontenac.....	900.00	2,700.48	13,230.30			
Grey.....	1,610.00	2,335.24	19,029.34			5,876.76
Haldimand.....	2,163.18	2,190.35	33,783.01			3,377.14
Halton.....	1,230.50	3,798.43	7,137.92	2,652.35	2,017.85	
Hastings.....	400.00	3,318.96	9,436.31			
Huron.....	481.00	3,996.32	9,411.72			
Kent.....	1,332.00	3,084.48	39,025.43		4,264.28	2,815.81
Lambton.....	785.93	2,386.20	11,139.59		1,150.39	
Lanark.....	1,078.60	2,716.34			1,786.36	9,985.67
Leeds and Grenville.....	1,700.00	1,813.01	40,220.69		1,577.87	
Lennox and Addington.....	300.00	1,897.95	3,077.58		1,219.90	
Lincoln.....	492.68	4,237.00	3,816.29		2,027.45	
Middlesex.....	1,900.00	2,374.58	41,089.28	67.50	1,985.87	2,286.15
Norfolk.....	139.82	4,689.66	4,179.95		8,922.17	
Northumberland and Durham.....	2,860.00	1,927.96	15,647.81			2,707.80
Ontario.....	2,362.81	2,364.00	30,371.60	6,110.15		
Oxford.....	504.00	3,435.22	51.39		2,929.57	7,408.73
Peel.....	667.57	2,409.99	7,612.88			
Perth.....	962.25	1,878.25	9,915.77		892.03	3,266.58
Peterboro.....	800.00	1,942.31	10,961.22		1,033.07	
Prescott and Russell.....	644.04	1,894.40	9,697.64		856.85	
Prince Edward.....	400.00	1,423.75	6,356.19		2,306.62	
Renfrew.....	16.50	4,499.53			675.71	115.31
Simcoe.....	900.00	2,947.31	15,762.98	4,995.40	2,860.80	
Stormont, Dundas and Glengarry.....	1,901.21	2,461.56	27,887.05		8,261.52	14,669.96
Victoria.....	1,435.75	2,650.00	11,012.94	13,392.12	731.90	
Waterloo.....	3,858.25	2,708.87	88,783.46		17,689.91	1,020.84
Welland.....	555.00	2,711.90	3,762.08	3,905.77	941.57	
Wellington.....	1,573.36	2,929.94	29,754.68		11,450.58	
Wentworth.....	3,635.92	2,478.65	71,592.45		2,475.80	
York.....	4,930.00	4,613.52	147,984.82	13,556.79		7,171.16
Totals.....	54,253.10	101,482.96	866,391.55	61,130.49	103,475.73	84,923.45

SUMMARY OF COUNTY ROAD EXPENDITURES—1935

"COUNTY" BRIDGES		Maintenance and Repair	MACHINERY		TOTAL APPROVED EXPENDITURE			Government Subsidy 50 %
Con- struction	Mainte- nance		Con- struction	Mainte- nance	Con- struction	Maintenance	Total	
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
54.29	.....	16,277.99	39.00	6,860.57	22,829.61	25,241.32	48,070.93	24,035.46
.....	1,416.02	54,815.27	1,328.18	6,682.16	66,692.01	68,818.68	135,510.69	67,755.34
.....	.....	47,978.58	4,714.72	2,391.17	65,988.80	54,200.20	120,189.00	60,094.50
2,942.79	59.12	22,483.77	3,204.69	299.68	15,859.65	25,951.14	41,810.79	20,605.20
.....	166.03	50,264.25	894.80	5,623.61	9,969.75	58,665.39	68,635.14	34,317.57
.....	.....	33,397.61	4,408.10	1,092.63	33,310.61	57,016.20	90,326.81	45,163.40
.....	.....	31,222.45	754.84	3,880.24	14,885.14	37,803.17	52,688.31	26,344.15
.....	.....	37,278.77	2,712.43	1,436.36	29,228.53	41,050.37	70,278.90	35,139.45
.....	186.12	38,474.58	3,067.54	697.12	42,390.87	41,548.17	83,989.04	41,969.52
.....	.....	37,081.81	841.40	1,425.35	11,835.17	44,323.44	56,158.61	28,079.30
.....	1,368.36	54,389.37	225.00	2,497.92	10,061.31	61,574.61	71,635.92	35,817.96
.....	207.92	76,160.97	690.64	6,736.79	10,583.36	87,102.00	97,685.36	48,842.68
.....	.....	76,522.40	22.26	2,931.59	43,195.50	86,802.75	129,998.25	64,999.12
.....	148.11	31,139.73	.....	3,392.73	11,925.52	38,217.16	50,142.68	25,071.34
.....	.....	17,389.58	3,983.00	1,243.85	15,047.27	23,136.13	38,183.40	19,091.70
.....	.....	26,529.40	594.00	118.02	42,514.69	30,038.30	72,552.99	36,276.50
.....	.....	28,011.86	.....	533.37	3,377.58	31,663.08	35,040.66	17,520.33
.....	829.85	56,897.93	3,552.41	2,702.58	7,861.38	66,694.81	74,556.19	37,278.10
.....	751.17	44,298.76	141.54	7,232.37	45,484.47	56,642.75	102,127.22	51,063.61
.....	449.47	97,769.32	.....	8,346.94	4,319.77	120,177.55	124,497.32	62,248.66
.....	63.90	13,564.44	79.79	3,529.66	21,295.40	19,085.96	40,381.36	20,198.68
1,032.74	1,001.98	36,002.82	2,368.98	3,121.42	42,246.28	42,490.22	84,736.50	42,368.25
.....	2,129.45	43,283.47	384.39	3,854.95	8,348.51	55,632.66	63,981.17	31,990.59
.....	138.59	26,401.49	250.00	1,542.99	8,530.45	30,493.06	39,023.51	19,511.75
.....	52.95	23,140.13	.....	1,115.30	14,144.60	27,078.66	41,223.26	20,611.63
2,797.74	4,886.85	26,010.85	3,809.25	4,417.05	18,368.21	38,290.13	56,658.34	28,329.17
.....	2,690.40	24,529.48	.....	.....	10,341.68	29,971.13	40,312.81	20,156.40
.....	79.15	30,601.08	29.93	1,419.48	6,786.12	35,830.08	42,616.20	21,308.10
.....	168.88	20,678.37	.....	1,192.68	131.81	27,215.17	27,346.98	13,673.49
.....	103.92	74,627.09	3,549.60	1,252.90	25,207.98	81,792.02	107,000.00	53,489.61
.....	.....	47,336.05	1,135.00	.....	45,593.22	58,059.13	103,652.35	51,826.17
1,265.09	527.62	43,795.84	.....	2,271.90	24,105.90	49,977.26	77,083.16	38,541.58
.....	2,476.05	42,493.70	5,295.45	3,127.44	98,958.00	68,495.97	167,453.97	83,726.98
.....	210.79	35,590.00	.....	347.73	8,222.85	39,801.99	48,024.84	24,012.42
.....	164.28	54,842.59	4,251.99	2,030.07	35,580.03	71,417.46	106,997.49	53,498.74
.....	178.75	48,764.48	9,195.46	7,230.97	84,423.83	61,128.65	145,552.48	72,776.24
.....	236.42	158,977.94	7,511.92	6,160.12	181,154.69	169,988.00	351,142.69	175,547.70
8,092.65	20,692.15	1,629,024.22	69,009.31	108,739.71	1,143,800.55	1,963,414.77	3,107,215.32	1,553,273.39

APPENDIX

SUMMARY—

Expenditure on Maintenance and

Name of County	Brushing and Weed Cutting	Ditching	Grading	Dragging
	\$ c.	\$ c.	\$ c.	\$ c.
Brant.....	1,223.38	1,396.30	.....	2,893.61
Bruce.....	2,199.82	360.98	2,600.66	8,673.47
Carleton.....	3,942.28	477.16	2,974.02	4,959.98
Dufferin.....	1,327.35	60.40	587.00	4,313.48
Elgin.....	1,697.12	1,864.21	5,862.82	4,346.06
Essex.....	3,483.08	733.78	676.55	5,470.93
Frontenac.....	2,401.54	5,269.86	10,112.20	1,293.39
Grey.....	2,045.31	1,126.52	2,293.15	4,922.03
Haldimand.....	1,577.85	1,872.36	323.82	2,719.83
Halton.....	1,006.07	449.36	2,004.36	4,368.64
Hastings.....	1,416.19	.....	9,140.50	5,527.39
Huron.....	2,931.38	3,655.74	1,795.39	10,892.50
Kent.....	3,986.92	2,720.12	3,089.00	17,468.59
Lambton.....	2,392.25	2,513.56	645.45	10,553.93
Lanark.....	954.13	346.26	2,084.45	562.85
Leeds and Grenville.....	834.90	.....	1,849.33	2,729.82
Lennox and Addington.....	1,128.53	83.35	863.30	75.30
Lincoln.....	2,624.92	771.46	660.51	135.10
Middlesex.....	3,557.91	953.70	1,791.17	7,357.27
Norfolk.....	1,120.25	309.14	1,321.09	4,483.70
Northumberland and Durham.....	1,020.87	251.53	2,323.64	3,579.67
Ontario.....	1,798.83	606.72	1,153.13	5,107.32
Oxford.....	2,554.28	511.21	886.93	7,010.59
Peel.....	1,353.04	72.40	861.66	3,715.98
Perth.....	1,267.72	168.52	160.85	5,414.33
Peterboro.....	704.93	359.38	706.19	5,862.64
Prescott and Russell.....	1,719.02	1,249.60	2,293.60	1,243.63
Prince Edward.....	1,634.98	425.51	1,865.79	26.25
Renfrew.....	1,033.14	.....	2,678.85	790.00
Simcoe.....	1,994.23	809.48	10,806.10	11,023.54
Stormont, Dundas and Glengarry.....	3,605.83	181.95	4,290.70	.....
Victoria.....	1,232.41	223.45	134.50	6,862.41
Waterloo.....	1,417.06	1,470.35	1,596.03	4,434.37
Welland.....	3,466.99	684.20	568.90	.....
Wellington.....	3,976.56	2,688.60	426.53	6,435.09
Wentworth.....	5,126.53	3,761.96	4,814.12	4,093.10
York.....	11,663.16	5,005.95	9,261.36	5,120.91
Totals.....	\$87,420.76	43,435.07	95,603.65	174,467.70

No. 9

1935

Repair of County Roads

Culverts (Repairs Only)	Bridge (Repairs Only)	Re- Surfacing	Stabilizing Oiling, etc.	Snow Roads	Wire Fence Bonus and Guide Rails	Total Subsidisable Expenditure
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
460.05	23.32	9,481.13	.....	655.71	144.49	16,277.99
215.05	1,588.64	21,075.29	7,294.64	10,806.72	.....	54,815.27
1,012.08	961.17	13,334.88	7,880.07	11,455.32	981.62	47,978.58
138.79	304.74	11,197.63	1,446.09	3,060.08	48.21	22,483.77
382.52	601.84	29,006.06	5,447.20	1,056.42	.....	50,264.25
222.83	100.43	13,692.31	8,640.23	271.18	106.29	33,397.61
1,751.76	18.40	1,518.60	4,060.63	4,796.07	.....	31,222.45
167.41	267.42	12,341.74	9,327.49	4,787.70	.....	37,278.77
647.52	279.63	27,869.11	724.23	1,231.88	1,228.35	38,474.58
1,550.19	337.73	24,382.12	1,677.59	1,214.20	91.55	37,081.81
1,626.23	549.98	28,222.60	4,056.42	3,850.06	.....	54,389.37
1,237.94	636.22	34,743.85	13,569.80	5,421.04	1,277.11	76,160.97
1,104.72	15,669.99	30,724.55	.....	164.24	1,594.27	76,522.40
1,336.47	1,379.24	10,988.08	16.80	981.84	232.11	31,139.73
1,635.83	3,061.22	5,885.29	600.18	2,138.62	120.75	17,389.58
659.05	180.92	15,488.59	4,280.37	257.60	248.82	26,529.40
383.52	503.38	11,350.08	11,184.13	2,440.27	.....	28,011.86
313.49	630.59	21,238.96	25,886.49	3,140.24	1,496.17	56,897.93
683.22	3,393.29	21,797.32	2,113.92	2,650.96	.....	44,298.76
885.70	517.38	85,425.19	719.55	1,811.57	1,175.75	97,769.32
412.50	149.41	4,005.56	.....	1,659.03	162.23	13,564.44
983.70	284.30	18,712.86	4,123.93	2,958.83	273.20	36,002.82
162.21	130.98	25,003.28	2,438.09	4,357.28	228.62	43,283.47
269.16	69.52	13,631.12	2,430.03	2,491.53	1,507.05	26,401.49
132.33	88.29	13,219.85	745.25	1,874.70	68.29	23,140.13
153.57	.....	14,136.91	2,536.42	1,550.81	.....	26,010.85
144.20	731.05	14,039.05	.....	3,109.33	.....	24,529.48
1,087.68	9.18	19,922.05	1,100.19	4,048.00	481.45	30,601.08
1,920.52	287.28	9,345.23	3,309.10	1,296.24	18.01	20,678.37
5,501.53	347.10	35,971.84	1,975.11	5,424.41	773.75	74,627.09
601.61	788.63	23,842.27	10,141.67	2,914.16	969.23	47,336.05
102.38	40.97	25,289.39	6,735.08	2,743.54	431.71	43,795.84
303.48	1,439.83	13,402.58	15,134.12	2,888.27	407.61	42,493.70
485.84	960.69	1,978.32	25,894.23	1,550.73	.....	35,590.00
2,163.65	1,717.35	22,997.33	4,813.50	4,704.90	4,919.08	54,842.59
589.61	.....	13,446.68	12,404.74	4,527.74	.....	48,764.48
67.73	3,253.59	62,759.22	33,424.01	28,422.01	.....	158,977.94
31,496.07	41,303.80	761,466.92	236,131.30	138,713.23	18,985.72	1,629,024.22

APPENDIX

SUMMARY OF EXPENDITURE ON
The following schedule shows the approved expenditure on township

Year	No. of Twps.	Roads and Culverts	Bridges	General Maintenance	Machinery	Superintend- ence
1920 to 1934 1935	172 to 338 339	\$ c. 17,415,367.95 628,855.34	\$ c. 4,637,929.24 98,623.04	\$ c. 30,941,679.92 1,844,654.47	\$ c. 2,323,851.88 127,708.09	\$ c. 2,671,828.52 214,688.40
Totals	...	18,044,223.29	4,736,552.28	32,786,334.39	2,451,559.97	2,886,516.92

No. 10

TOWNSHIP ROADS

roads under the provisions of The Highway Improvement Act.

Total Approved Expenditure			Government Subsidy		
Construction	Maintenance	Total	Construction	Maintenance	Total
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
23,718,523.99	34,272,133.52	57,990,657.51	7,615,854.36	10,959,400.20	18,575,254.56
824,447.33	2,090,082.01	2,914,529.34	344,705.13	874,448.05	1,219,153.18
24,542,971.32	36,362,215.53	60,905,186.85	7,960,559.49	11,833,848.25	19,794,407.74

APPENDIX
SUMMARY OF COUNTY AND

NAME OF COUNTY	TOWNSHIP ASSESSMENTS (Exclusive of Urban Assessments)		COUNTY LEVY BASED ON EQUALIZED				
	Equalized	Local	King's Highway		County Roads		Education
			Debent.	Current	Debent.	Current	
	\$	\$	\$	\$	\$	\$	\$
Brant.....	16,752,000	12,930,096	18,260	12,396	24,256	24,659	29,148
Bruce.....	23,233,034	22,506,502	.....	40,370	1,736	55,675	45,590
Carleton.....	23,998,946	16,813,837	70,627	.....	137,874	17,161	65,054
Dufferin.....	11,386,943	8,738,759	20,040	.....	.....	15,942	17,536
Elgin.....	26,193,987	21,358,457	.....	12,459	.....	30,189	50,888
Essex.....	38,719,000	30,848,155	.....	25,048	27,957	38,714	46,463
Frontenac.....	5,790,006	4,589,220	31,935	.....	.....	16,583	28,545
Grey.....	30,380,000	21,497,652	18,865	23,045	21,478	30,730	65,283
Haldimand.....	10,335,410	10,270,281	33,409	.....	17,260	36,175	37,020
Halton.....	21,265,908	12,881,620	14,342	4,438	53,133	14,886	39,199
Hastings.....	8,037,300	7,387,060	.....	16,075	7,524	16,075	24,336
Huron.....	38,103,105	33,019,162	11,146	30,767	.....	45,723	52,502
Kent.....	34,658,037	28,637,597	.....	46,441	.....	62,379	66,196
Lambton.....	27,633,600	24,991,799	.....	38,514	.....	25,302	71,024
Lanark.....	9,344,500	7,291,668	18,570	3,484	50,085	4,981	21,802
Leeds and Grenville.....	14,691,220	13,642,266	23,684	41,567	43,330	29,383	52,070
Lennox and Addington....	5,546,213	4,677,958	5,433	1,831	31,047	10,232	11,759
Lincoln.....	13,607,117	12,077,071	11,247	5,478	95,230	27,034	40,393
Middlesex.....	47,536,687	39,775,458	74,137	25,006	23,216	44,042	92,990
Norfolk.....	20,513,900	13,362,792	13,162	2,542	54,353	40,203	14,506
Northumberland and Durham..	24,642,400	20,241,115	22,939	.....	37,085	13,702	79,496
Ontario.....	19,814,185	19,053,965	39,959	9,313	13,806	35,588	53,307
Oxford.....	25,521,300	24,517,060	.....	26,740	17,859	31,197	48,134
Peel.....	14,947,653	13,090,057	41,214	12,556	29,446	18,684	51,959
Perth.....	32,016,995	25,843,731	.....	38,303	.....	21,887	22,800
Peterboro.....	8,853,021	7,777,213	7,462	16,653	.....	21,308	20,539
Prescott and Russell.....	17,963,401	13,468,294	.....	.....	133,468	35,927	31,973
Prince Edward..	10,723,750	8,161,106	4,396	7,378	9,180	16,085	17,941
Renfrew.....	13,686,122	8,336,457	17,313	.....	56,261	1,916	31,260
(10 Twps.)							
Simcoe.....	23,105,000	18,098,382	.....	.....	.....	18,484	36,967
Stormont, Dun- das and Glen.	27,674,204	26,580,881	22,972	28,780	33,761	35,147	73,891
Victoria.....	12,491,839	9,006,050	7,706	3,611	11,009	21,221	15,352
Waterloo.....	20,994,000	16,687,945	6,003	13,687	.....	41,966	12,283
Welland.....	27,455,238	26,533,972	.....	1,300	20,713	17,160	77,154
Wellington.....	28,782,570	23,470,719	.....	18,420	.....	43,173	45,475
Wentworth.....	25,496,042	19,055,057	84,086	.....	1,148	57,314	40,103
York.....	89,410,602	93,994,350	62,183	17,963	36,378	87,585	363,940
Grand Totals...	851,305,235	721,211,764	681,090	524,165	988,583	1,104,412	1,894,878

-Includes only townships working under Highway Improvement Act.

No. 11

TOWNSHIP LEVIES—1935

ASSESSMENT		TOWNSHIP LEVY BASED ON TOWNSHIP ASSESSMENT					Total Road Levy	Per Cent. of Road Levy to Total Levy
Miscellaneous	Total	County Levy	Township Roads	Educational	Miscellaneous	Total Levy		
\$	\$	\$	\$	\$	\$	\$	\$	%
29,484	138,203	138,591	61,076	77,913	78,459	356,039	140,647	39.5
51,602	194,973	191,476	65,662	120,459	61,455	439,052	163,443	37.2
132,451	423,167	424,661	47,445	225,222	184,379	881,707	273,107	1.0
31,883	85,401	85,763	31,033	64,327	43,383	224,506	67,015	29.9
50,529	144,065	145,018	45,702	113,069	72,263	376,052	88,350	23.5
108,612	246,794	249,217	63,414	199,574	416,121	928,326	155,133	16.7
45,335	122,398	121,365	17,281	49,690	30,120	218,456	65,799	30.1
71,074	230,475	254,227	79,900	165,779	51,668	551,574	174,018	31.6
62,173	186,037	186,227	30,359	59,474	29,181	305,241	117,203	38.4
38,088	164,086	163,759	25,500	68,732	81,789	339,780	112,299	33.1
56,550	120,560	120,159	14,773	56,611	19,314	210,857	54,447	25.8
69,428	209,566	210,803	63,796	156,890	134,010	565,499	151,432	26.8
83,180	258,196	259,019	104,256	166,751	338,475	868,501	213,076	24.5
63,922	198,762	194,061	65,384	122,859	171,995	554,299	129,200	23.3
35,405	134,327	134,590	16,220	58,570	36,398	245,778	93,340	38.0
73,461	263,495	264,298	27,659	129,235	87,940	509,132	165,623	32.5
49,900	110,202	114,967	11,919	34,552	22,401	183,839	60,462	32.9
81,074	260,456	263,945	63,160	149,928	71,666	548,699	202,149	37.0
135,164	394,555	395,010	67,702	187,018	107,257	756,987	234,103	30.9
76,557	201,323	202,500	38,813	88,038	46,334	375,685	149,073	39.6
99,655	252,877	256,385	84,369	166,317	47,269	554,340	158,095	28.5
63,811	215,784	216,946	55,968	147,665	79,483	500,062	154,634	30.9
56,156	180,086	180,371	51,842	124,835	63,303	420,351	127,638	30.3
42,371	196,230	198,036	33,382	145,924	95,736	473,078	135,282	28.6
29,072	112,062	113,530	44,973	100,327	74,671	333,501	105,163	31.5
52,499	118,461	119,878	26,585	72,046	32,422	250,931	72,008	28.6
110,297	311,665	312,412	43,692	136,614	98,978	591,696	213,087	36.0
35,572	90,552	89,917	10,463	56,619	16,971	173,970	47,502	27.3
74,601	181,341	181,539	4,270	14,586	8,735	209,130	79,750	38.1
113,216	168,667	168,838	47,138	121,226	91,819	429,021	65,622	15.3
98,241	292,792	290,174	74,781	232,442	182,038	779,435	195,441	25.1
36,039	94,938	95,170	27,465	66,528	23,085	212,248	71,012	33.4
76,207	150,146	142,183	46,399	108,318	70,247	367,147	108,055	29.4
89,587	205,914	206,421	70,615	298,029	396,431	971,496	109,788	11.3
52,036	159,104	160,466	60,747	129,131	55,512	405,856	122,340	30.1
44,948	227,599	208,325	55,432	142,600	86,631	492,988	197,980	40.1
356,470	924,519	918,273	385,232	1,625,368	3,098,909	6,027,782	589,341	9.8
2,776,650	7,969,778	7,978,520	2,064,407	5,983,266	6,606,848	22,633,041	5,362,657	23.7

APPENDIX No. 12
SUMMARY—1935
Work Done on Township Roads

Townships in the Counties of:	Miles of Road Surfaced				New Bridges	Pipe and Tile Culverts	Steel Arch and Concrete Culverts
	Gravel or Stone	Surface- Treated Macadam or Stone	Low-Cost Bituminous Surfaces	Cement Concrete			
Brant.....	14.5	....	...	...	..	37	..
Bruce.....	15.0	....	...	...	8	60	9
Carleton.....	9.0	....	...	...	3	25	2
Dufferin.....	16.2	....	...	...	2	53	3
Elgin.....	2.4	....	...	...	..	22	1
Essex.....	1.3	....	...	...	1	8	..
Frontenac.....	10.0	....	...	...	..	14	1
Grey.....	10.6	....	...	...	4	46	5
Haldimand.....	31.0	1.5	...	...	..	34	1
Halton.....	5.0	....	...	...	2	35	2
Hastings.....	6.5	....	...	...	2	82	..
Huron.....	7.4	....	...	...	1	36	6
Kent.....	42.0	....	...	...	2	195	9
Lambton.....	21.0	1.7	1.0	...	1	74	4
Leamark.....	7.0	....	...	...	2	23	..
Leeds and Grenville.....	....	....	...	...	..	20	2
Lennox and Addington.....	1.0	....	...	...	..	17	1
Lincoln.....	30.0	2.0	...	...	..	50	2
Middlesex.....	7.5	....	...	...	1	84	2
Norfolk.....	13.7	....	...	...	..	37	1
Northumberland and Durham..	44.5	....	...	2.0	1	115	3
Ontario.....	11.9	....	...	...	1	57	3
Oxford.....	9.2	1.0	...	...	..	39	3
Peel.....	3.7	....	...	...	1	58	2
Perth.....	1.5	....	...	...	2	24	..
Peterboro.....	14.8	....	...	...	..	29	..
Prescott and Russell.....	24.5	....	...	...	1	7	2
Prince Edward..	26.0	....	...	...	..	38	2
Renfrew.....	0.3	....	...	...	..	4	..
Simcoe.....	26.9	....	...	...	2	49	4
Stormont, Dun- das and Glen..	13.0	....	...	...	6	40	2
Victoria.....	6.0	....	...	...	3	30	3
Waterloo.....	17.0	....	...	...	4	41	..
Welland.....	19.0	9.5	...	...	..	83	2
Wellington.....	9.0	....	...	...	9	64	3
Wentworth.....	22.8	....	...	...	..	49	1
York.....	14.2	....	...	...	5	130	6
Totals.....	515.4	15.7	1.0	2.0	64	1809	87

APPENDIX

ROAD SURFACES—END

COUNTY	COUNTY ROADS					
	Earth	Gravel or Stone	Surface- Treated Macadam	Bitu- minous Macadam	Asphaltic Concrete	Cement Concrete
Brant.....	9.3	66.1	0.3	15.7	.....	0.9
Bruce.....	.....	189.9	46.2	23.1	.....	.....
Carleton.....	15.6	124.4	29.8	47.9	40.3	.....
Dufferin.....	.....	143.7	.....	.....	.....	.....
Elgin.....	.....	240.7	0.3	0.1	.....	.....
Essex.....	.....	184.9	.....	5.6	15.2	44.0
Frontenac.....	.....	104.2	44.7	3.5	7.5	.....
Grey.....	.....	191.2	10.6	12.3	.....	3.3
Haldimand.....	.....	87.9	60.8	5.3	.....	.....
Halton.....	.....	80.9	33.8	2.7	.....	20.0
Hastings.....	.....	261.1	18.0	.....	9.6	2.3
Huron.....	.....	326.1	20.1	1.1	.....	11.4
Kent.....	6.2	228.5	.....	7.8	6.3	23.4
Lambton.....	.....	226.5	.....	6.7	4.2	3.5
Lanark.....	9.6	181.7	19.7	34.0	.....	.....
Leeds and Grenville.....	40.5	145.5	4.5	25.3	29.8	2.8
Lennox and Addington.....	.....	73.5	9.5	.....	47.0	.....
Lincoln.....	.....	7.8	87.4	26.1	2.6	12.2
Middlesex.....	.....	374.2	.....	.....	.....	47.5
Norfolk.....	10.2	124.8	59.6	15.4	.....	0.3
Northumberland and Durham.....	.....	183.2	.....	5.3	47.1	8.9
Ontario.....	.....	200.0	.....	5.3	0.3	6.7
Oxford.....	.....	189.1	1.8	2.6	.....	1.5
Peel.....	.....	133.1	1.0	11.3	0.5	2.8
Perth.....	.....	166.2	3.7	2.5	.....	1.0
Peterboro.....	.....	133.6	2.2	1.9	.....	.....
Prescott and Russell.....	18.0	96.2	86.8	.....	18.6	.....
Prince Edward.....	.....	78.7	45.9	1.8	12.5	8.3
Renfrew.....	35.9	140.7	35.4	7.1	.....	.....
Simcoe.....	4.0	294.1	1.5	0.9	2.0	1.3
Stormont, Dundas and Glengarry.....	10.5	224.6	162.1	58.0	5.2	1.3
Victoria.....	5.6	154.6	6.2	3.9	2.5	.....
Waterloo.....	.....	110.7	4.2	27.3	3.9	34.0
Welland.....	1.5	2.0	72.3	12.0	20.0	10.2
Wellington.....	1.9	307.0	1.8	2.7	3.4	13.4
Wentworth.....	4.0	106.9	48.4	22.9	4.0	6.9
York.....	2.4	81.5	75.6	81.4	52.3	6.4
Totals.....	175.2	5,965.8	994.2	479.5	334.8	274.3

No. 13

OF 1935

Total	TOWNSHIP ROADS						Total
	Earth	Gravel or Stone	Surface- Treated Macadam	Bituminous Macadam	Asphaltic Concrete	Cement Concrete	
92.3	238.6	312.0	.....	0.3	.....	0.6	551.5
259.2	286.9	1,374.0	.....	.....	.....	.....	1,660.9
258.0	378.6	695.5	1.2	.....	.....	.....	1,075.3
143.7	321.7	472.0	.....	.....	.....	.....	793.7
241.1	159.0	765.4	.....	.....	.....	.....	924.4
249.7	138.1	720.9	.....	.....	.....	9.9	868.9
159.9	546.1	475.2	.....	1.0	.....	.....	1,022.3
217.4	641.3	1,553.0	.....	.....	.....	.....	2,194.3
154.0	237.7	338.1	8.9	.....	.....	5.0	589.7
137.4	97.8	324.7	.....	.....	.....	1.8	424.3
291.0	771.4	746.6	.....	.....	.....	.....	1,518.0
358.7	243.0	1,432.3	.....	.....	.....	.....	1,675.3
272.2	314.5	1,022.6	1.3	0.4	.....	.....	1,338.8
240.9	480.2	941.3	.....	1.0	.....	.....	1,422.5
245.0	576.4	407.1	.....	.....	.....	.....	983.5
248.4	546.8	812.1	.....	3.0	.....	.....	1,361.9
130.0	292.2	445.0	.....	.....	.....	.....	737.2
136.1	417.2	244.6	3.0	.....	.....	5.0	669.8
421.7	226.5	1,400.0	.....	.....	.....	0.2	1,626.7
210.3	541.3	373.9	2.8	.....	.....	.....	918.0
244.5	888.5	1,440.6	.....	.....	.....	.....	2,329.1
212.3	409.3	763.6	.....	.....	.....	.....	1,172.9
195.0	83.0	1,011.3	0.9	.....	.....	.....	1,095.2
148.7	311.7	344.2	.....	.....	0.2	.....	656.1
173.4	89.8	979.8	.....	.....	.....	.....	1,069.6
137.7	438.7	569.0	.....	.....	.....	.....	1,007.7
219.6	779.6	240.7	.....	.....	.....	.....	1,020.3
147.2	69.3	350.8	.....	.....	.....	.....	420.1
219.1	538.3	269.9	.....	.....	.....	.....	808.2
303.8	1,007.2	1,026.9	.....	.....	.....	.....	2,034.1
461.7	581.0	788.4	.....	3.6	.....	4.9	1,377.9
172.8	604.0	471.9	0.4	.....	.....	.....	1,076.3
180.1	67.5	530.1	.....	.....	.....	0.2	597.8
118.0	519.5	326.8	86.0	1.5	6.2	0.7	940.7
330.2	632.3	714.0	.....	.....	.....	0.4	1,346.7
193.1	188.2	365.1	.....	.....	.....	.....	553.3
299.6	709.6	884.5	12.3	4.8	86.1	15.3	1,712.6
8,223.8	15,372.8	25,933.9	116.8	15.6	92.5	44.0	41,575.6

APPENDIX No. 14 SUMMARY OF 1935 COUNTY LEVIES ON BASIS OF EQUALIZED ASSESSMENT

NAME OF COUNTY	EQUALIZED ASSESSMENT		THE KING'S HIGHWAYS				ROADS AND BRIDGES		OTHER PURPOSES		
	Total	Per Acre	Debitures		Current		County Roads and Bridges		Educational	Miscellaneous	Total Levy
			Mills	Mills	Mills	Mills	Debitures	Current			
Brant	19,826,800	92	1.09	1.74	1.45	1.47	Mills	Mills	Mills	Mills	Mills
Bruce	28,639,030	30	1.71	1.71	1.07	2.35	1.45	1.47	1.74	1.76	8.25
Carleton	27,969,123	49	2.91	1.71	1.07	2.35	1.07	2.35	1.93	2.19	4.12
Dufferin	13,364,550	37	1.76	1.76	5.75	1.71	5.75	1.71	2.71	5.52	8.23
Elgin	30,370,345	69	1.76	1.76	1.48	1.40	1.48	1.40	1.54	2.80	7.50
Essex	61,090,000	149	1.76	1.76	1.73	1.15	1.73	1.15	1.94	1.93	2.87
Frontenac	7,246,850	11	5.80	1.65	1.70	1.00	1.70	1.00	1.20	2.82	5.50
Grey	34,850,000	32	1.62	1.75	1.70	3.50	1.70	3.50	4.93	7.83	12.76
Haldimand	11,920,110	42	3.23	1.71	1.67	3.50	1.67	3.50	2.13	2.30	4.43
Haltoun	31,913,780	110	1.67	1.71	1.71	1.70	1.71	1.70	3.58	6.02	9.60
Hastings	18,354,800	17	1.67	1.71	1.71	1.70	1.71	1.70	1.84	1.79	3.63
Huron	44,271,175	55	1.29	2.00	1.94	2.00	1.94	2.00	3.03	7.03	10.06
Kent	39,897,117	70	1.81	1.34	1.80	1.80	1.81	1.80	1.38	1.82	3.20
Lambton	31,126,000	46	1.39	1.39	1.92	1.92	1.92	1.92	1.91	2.40	4.31
Leeds	15,000,000	22	1.99	0.37	5.36	5.33	5.36	5.33	2.57	2.31	4.88
Leeds and Grenville	17,672,000	25	1.61	2.82	2.96	2.00	2.96	2.00	3.33	3.79	7.19
Lennox and Addington	9,637,295	21	0.98	3.33	5.58	2.00	5.58	2.00	3.54	5.00	8.54
Lincoln	19,000,000	99	1.82	1.40	7.00	1.99	7.00	1.99	2.12	8.99	17.93
Middlesex	51,045,045	67	1.56	1.52	1.49	1.92	1.49	1.92	2.97	5.96	11.11
Norfolk	28,498,200	72	1.65	1.12	2.68	1.96	2.68	1.96	1.96	2.84	20.00
Norumberland and Durham	35,963,000	44	1.93	1.50	1.50	1.56	1.50	1.56	1.49	3.75	8.93
Ontario	24,421,141	46	2.02	1.47	1.70	1.79	1.70	1.79	3.23	4.04	4.80
Oxford	28,632,200	60	1.05	1.05	1.70	1.22	1.70	1.22	2.69	3.22	7.29
Peel	19,980,822	68	2.75	1.84	1.97	1.25	1.97	1.25	2.88	2.20	5.91
Perth	35,107,419	67	1.81	1.20	1.88	1.88	1.88	1.88	3.48	2.84	6.32
Peterborough	10,094,318	18	1.88	1.88	1.88	2.41	1.88	2.41	7.1	9.1	13.13
Prescott and Russell	20,555,591	37	1.88	1.88	1.88	2.41	1.88	2.41	2.32	5.93	3.50
Prince Edward	15,000,000	63	1.41	1.69	7.43	2.00	7.43	2.00	1.78	6.14	8.25
Renfrew	28,460,230	28	1.27	1.27	1.85	1.50	1.85	1.50	1.67	3.32	17.35
Simcoe	59,670,000	61	1.27	1.27	1.41	1.41	1.41	1.41	2.28	5.45	8.44
Stormont, Dundas and Glengarry	39,332,029	51	1.83	1.04	1.22	1.27	1.22	1.27	1.60	4.90	13.25
Victoria	22,478,450	38	1.62	1.62	1.88	1.70	1.88	1.70	2.67	3.55	7.30
Waterloo	38,305,000	122	1.29	1.05	1.76	2.00	1.76	2.00	2.67	3.55	6.22
Welland	42,108,947	186	1.05	1.05	1.05	1.05	1.05	1.05	1.23	2.88	4.11
Wellington	35,425,709	56	1.05	1.05	1.05	1.05	1.05	1.05	1.23	2.88	4.11
Wentworth	29,355,981	110	3.30	1.05	1.05	1.05	1.05	1.05	2.80	3.63	7.15
York	124,446,842	228	1.69	1.20	1.41	1.98	1.41	1.98	1.58	1.81	7.50
									1.57	3.33	3.39
									3.23	3.99	7.22

Report of Motor Vehicles Branch, 1935

TO THE HONOURABLE T. B. McQUESTEN,
Minister of Highways.

SIR:—I have the honour to submit herewith the annual report of the Motor Vehicles Branch for the year 1935.

Appended are the following:

- (a) A detailed statement of the motor vehicle permits and drivers' licenses issued for the calendar year 1935.
- (b) A statement, duly certified by the Provincial Auditor, showing the revenue derived from all sources during the period from November 1st, 1934 to March 31st, 1935.
- (c) A similar statement covering the fiscal year ending March 31st, 1936.
- (d) Reports showing the activities and operations of the Financial Responsibility and Accident Recording Divisions of the Motor Vehicles Branch during the calendar year 1935.

Motor Vehicle Registrations

The number of vehicles in all classes showed substantial increases over the totals of the previous year, and total registrations reached a new high record. Passenger vehicles numbered 48,961, an increase of 18,993 over the 1934 total; commercial vehicles totalled 67,590, trailers 24,232, motor cycles 4,506, and two-purpose vehicles 370, or 588,308 in all. This was almost 5% greater than the 1934 total.

Drivers' Licenses

The number of persons licensed also reached a new high record with the issuance of 511,346 operators' licenses, 196,111 chauffeurs' licenses, and 77,378 instruction permits. The ratio of drivers' licenses to motor vehicle permits was somewhat higher; 130 to 100 in 1934 and 133 to 100 in 1935. The total number of licenses issued was approximately 50,000 higher than the previous record set in 1934.

Public Vehicles and Public Commercial Vehicles

In 1935, 4834 Public Commercial Vehicles and 597 Public Vehicles owned by 2320 operators were licensed.

Licenses were distributed in the various classes as follows:

CLASS	VEHICLES	OPERATORS
Public Vehicles.....	597	102
Public Commercial Vehicles A.....	1825	247
“ “ “ B.....	169	126
“ “ “ C.....	878	430
“ “ “ D.....	454	149
“ “ “ E.....	1508	1266

The gross revenue collected by these divisions also reached new high levels, \$303,035.39 having deposited with the Provincial Treasurer.

Revenue

The gross revenue collected during the 17 months covered by the appended statements amounted to \$15,571,624.76 or a monthly average of \$915,977.93 which was 33.6% above the monthly average during the preceding fiscal year. The net revenue for the 17 month period totalled—\$15,283,071.89.

Financial Responsibility Division

Since the formation of this Division in 1930 over 21,000 suspension cases have been dealt with. The number of suspensions made effective during the year 1935 under the F. R. Provisions of the Act totalled 3547 and at December 31st, there were in effect 5520 suspension orders, of this class.

Drivers' records which are also compiled in this Division now cover histories of over 175,000 OPERATORS against whom there had been recorded complaint, certificate of conviction for an offence against the Highway Traffic Act or the Criminal Code involving the use of motor vehicles, report of accident, report of physical or mental unfitness, notice of an unsatisfied judgment arising out of a motor vehicle accident, or an order of suspension.

Accident Recording Division

In the effort to curtail the ever increasing hazard of motor vehicle accidents, a hazard that increases annually with each increase in motor vehicle registrations, the first essential is the discovery of the nature and cause of the accidents which occur. The Accident Reporting Division, established at the same time as the Financial Responsibility Division, has recorded and analyzed over 50,000 reports since its inception. The number of accidents reported during 1935 reached a total of 10,648, deaths numbered 560, persons injured, 9,839 and property damage amounted to \$1,085,084.

This Division is also responsible for the preparation and dissemination of information regarding the occurrence and prevention of accidents and to this end approximately 30 bulletins were issued during the year. The work also included the promotion of an advertising campaign using billboards, newspaper advertisements and radio and, a very popular game, designed to show children many of the traffic hazards to be avoided, was distributed through the schools.

All of which is respectfully submitted.

J. P. BICKELL,
Registrar of Motor Vehicles.

1935 STATISTICS
MOTOR VEHICLE REGISTRATIONS

Automobile Permits	489,610
Commercial Permits	67,590
Convertible Permits	2,370
Trailer Permits	24,232
Motor Cycle Permits	4,506
Automobile Dealers' Permits	1,245
Commercial Dealers' Permits	70
Motor Cycle Dealers' Permits	8
Operators	510,513
Instruction Permits	77,378
Motor Cycle Operators	833
Chauffeurs	196,111
In Transits	19,941
Transfers	82,614
Public Vehicles	597
Public Commercial Vehicles	4,834

1935
PASSENGER CAR REGISTRATIONS
ONTARIO
PASSENGER CARS
Cylinders and Horse Power

Four Cylinders	200,841
Six Cylinders (under 28 horsepower)	224,241
Six Cylinders (over 28 horsepower)	14,826
Eight Cylinders (under 35 horsepower)	44,595
Eight Cylinders (over 35 horsepower)	4,128
Twelve Cylinders	172
Sixteen Cylinders	33
Electric	3
Steam	8
Free	763
	<hr/> 489,610

Registrations

Originals	42,768
Renewals	446,842
	<hr/> 489,610

COMMERCIAL CARS REGISTERED
Tires

Pneumatic	64,383
Solid	236
Municipal	2,119
Ontario Government)	852
Dominion Government)	
	<hr/> 67,590

Gross Weight—Pneumatic Tires

Less than two tons	26,592
Of two tons and up to three tons	16,245
More than three tons and up to four tons	8,177
“ “ four “ “ “ five “	4,611
“ “ five “ “ “ six “	2,718
“ “ six “ “ “ seven “	2,205
“ “ seven “ “ “ eight “	1,792
“ “ eight “ “ “ nine “	658
“ “ nine “ “ “ ten “	1,208
“ “ ten “ “ “ eleven “	94
“ “ eleven “ “ “ twelve “	50
“ “ twelve “ “ “ thirteen “	3
“ “ thirteen “ “ “ fourteen “	3
“ “ fourteen “ “ “ fifteen “	27
	<hr/> 64,383

Gross Weight—Solid Tires

Less than two tons	16	
Of two tons and up to three tons	21	
More than three tons and up to four tons	8	
“ “ four “ “ “ five	19	
“ “ five “ “ “ six	21	
“ “ six “ “ “ seven	28	
“ “ seven “ “ “ eight	75	
“ “ eight “ “ “ nine	24	
“ “ nine “ “ “ ten	18	
“ “ ten “ “ “ eleven	1	
“ “ eleven “ “ “ twelve	5	
		236
Municipal	2,119	
Ontario Government	852	
Dominion Government		67,590

CONVERTIBLE CARS REGISTERED

Convertible Vehicles		2,370
Less than two tons	2,356	
Of two tons and up to three tons	7	
Ontario Government	7	
Dominion Government		2,370

PASSENGER CARS REGISTERED

Counties		Cities	
Algoma	2,655	Sault Ste. Marie	2,519 5,174
Brant	3,165	Brantford	4,315 7,480
Bruce	7,377		7,377
Carleton	5,020	Ottawa	16,973 21,993
Dufferin	2,612		2,612
Dundas	2,488		2,488
Durham	4,200		4,200
Elgin	4,911	St. Thomas	2,525 7,436
Essex	12,400	Windsor	9,633 22,033
Frontenac	2,687	Kingston	3,575 6,262
Glengarry	1,953		1,953
Grenville	2,493		2,493
Grey	6,435	Owen Sound	1,729 8,164
Haldimand	4,528		4,528
Haliburton	666		666
Halton	4,969		4,969
Hastings	6,783	Belleville	2,220 9,003
Huron	7,498		7,498
Kenora	1,444		1,444
Kent	9,238	Chatham	2,933 12,171
Lambton	6,410	Sarnia	3,148 9,558
Lanark	4,741		4,741
Leeds	4,957		4,957
Lennox and Addington	2,994		2,994
Lincoln	4,506	St. Catharines	4,256 8,762
Manitoulin	1,075		1,075
Middlesex	8,152	London	11,952 20,104
Muskoka	2,653		2,653
Nipissing	2,687	North Bay	1,708 4,395
Norfolk	5,763		5,763
Northumberland	4,470		4,470
Ontario	5,480	Oshawa	3,878 9,358
Oxford	7,307	Woodstock	1,733 9,040
Parry Sound	2,463		2,463
Peel	5,315		5,315
Perth	5,885	Stratford	2,366 8,251
Peterborough	3,196	Peterborough	3,179 6,375
Prescott	1,746		1,746
Prince Edward	2,874		2,874
Rainy River	1,392		1,392

PASSENGER CARS REGISTERED—Continued

Renfrew.....	5,579	.....	5,579
Russell.....	1,662	.....	1,662
Simcoe.....	11,640	.....	11,640
Stormont.....	4,032	.....	4,032
Sudbury.....	1,862	Sudbury.....	2,846
Thunder Bay.....	1,400	Fort William.....	2,651
Timiskaming.....	7,264	Port Arthur.....	2,468
Victoria.....	4,503	.....	7,264
Waterloo.....	7,069	.....	4,503
Welland.....	6,896	Galt.....	1,908
Wellington.....	6,145	Kitchener.....	4,123
Wentworth.....	5,052	Niagara Falls.....	3,716
York.....	17,832	Welland.....	1,860
Foreign.....	446	Guelph.....	2,888
		Hamilton.....	21,066
		Toronto.....	108,472
		.....	446
	258,970		230,640
			489,610

COMMERCIAL CARS REGISTERED

Counties		Cities		Total
Algoma.....	458	Sault Ste. Marie.....	415	873
Brant.....	436	Brantford.....	700	1,136
Bruce.....	552	.....	.....	552
Carleton.....	742	Ottawa.....	2,324	3,066
Dufferin.....	216	.....	.....	216
Dundas.....	221	.....	.....	221
Durham.....	381	.....	.....	381
Elgin.....	572	St. Thomas.....	263	835
Essex.....	1,728	Windsor.....	1,531	3,259
Frontenac.....	410	Kingston.....	563	973
Glengarry.....	222	.....	.....	222
Grenville.....	293	.....	.....	293
Grey.....	487	Owen Sound.....	217	704
Haldimand.....	477	.....	.....	477
Haliburton.....	80	.....	.....	80
Halton.....	758	.....	.....	758
Hastings.....	901	Belleville.....	345	1,246
Huron.....	649	.....	.....	649
Kenora.....	579	.....	.....	579
Kent.....	1,008	Chatham.....	504	1,512
Lambton.....	574	Sarnia.....	325	899
Lanark.....	449	.....	.....	449
Leeds.....	755	.....	.....	755
Lennox and Addington.....	371	.....	.....	371
Lincoln.....	1,099	St. Catharines.....	753	1,852
Manitoulin.....	99	.....	.....	99
Middlesex.....	899	London.....	1,581	2,480
Muskoka.....	480	.....	.....	480
Nipissing.....	393	North Bay.....	322	715
Norfolk.....	808	.....	.....	808
Northumberland.....	609	.....	.....	609
Ontario.....	679	Oshawa.....	411	1,090
Oxford.....	935	Woodstock.....	210	1,145
Parry Sound.....	437	.....	.....	437
Peel.....	914	.....	.....	914
Perth.....	505	Stratford.....	298	803
Peterborough.....	329	Peterborough.....	476	805
Prescott.....	215	.....	.....	215
Prince Edward.....	378	.....	.....	378
Rainy River.....	322	.....	.....	322
Renfrew.....	556	.....	.....	556
Russell.....	262	.....	.....	262
Simcoe.....	1,431	.....	.....	1,431
Stormont.....	455	.....	.....	455
Sudbury.....	479	Sudbury.....	467	946

COMMERCIAL CARS REGISTERED—Continued

Thunder Bay.....	324	Fort William.....	532	
Timiskaming.....	1,131	Port Arthur.....	498	1,354
Victoria.....	456			1,131
Waterloo.....	733			456
Welland.....	1,147	Galt.....	247	
Wellington.....	496	Kitchener.....	640	1,620
Wentworth.....	1,114	Niagara Falls.....	455	
York.....	2,948	Welland.....	249	1,851
Foreign.....	258	Guelph.....	447	943
		Hamilton.....	3,083	4,197
		Toronto.....	15,524	18,472
				258
	34,210		33,380	67,590

CONVERTICLE VEHICLES REGISTERED, 1935

Counties		Cities		Total
Algoma.....	18	Sault Ste. Marie.....	4	22
Brant.....	50	Brantford.....	36	86
Bruce.....	28			28
Carleton.....	42	Ottawa.....	24	66
Dufferin.....	8			8
Dundas.....	12			12
Durham.....	69			69
Elgin.....	47	St. Thomas.....	2	49
Essex.....	44	Windsor.....	21	65
Frontenac.....	36	Kingston.....	11	47
Glengarry.....	6			6
Grenville.....	18			18
Grey.....	33	Owen Sound.....	10	43
Haldimand.....	19			19
Haliburton.....	6			6
Halton.....	35			35
Hastings.....	52	Belleville.....	25	77
Huron.....	43			43
Kenora.....	7			7
Kent.....	42	Chatham.....	9	51
Lambton.....	36	Sarnia.....	4	40
Lanark.....	52			52
Leeds.....	47			47
Lennox and Addington.....	22			22
Lincoln.....	52	St. Catharines.....	9	61
Manitoulin.....				
Middlesex.....	92	London.....	27	119
Muskoka.....	16			16
Nipissing.....	10	North Bay.....		10
Norfolk.....	39			39
Northumberland.....	40			40
Ontario.....	39	Oshawa.....	13	52
Oxford.....	89	Woodstock.....	9	98
Parry Sound.....	17			17
Peel.....	30			30
Perth.....	30	Stratford.....	10	40
Peterborough.....	33	Peterborough.....	12	45
Prescott.....	15			15
Prince Edward.....	13			13
Rainy River.....	10			10
Renfrew.....	19			19
Russell.....	9			9
Simcoe.....	77			77
Stormont.....	26			26
Sudbury.....	7	Sudbury.....	5	12
Thunder Bay.....	6	Port William.....	7	
Timiskaming.....	94	Port Arthur.....	9	22
Victoria.....	22			94
				22

CONVERTICLE VEHICLES REGISTERED, 1935—Continued

Waterloo.....	27	Galt.....	14	.....
Welland.....	68	Kitchener.....	4	45
Wellington.....	28	Niagara Falls.....	10	.....
Wentworth.....	40	Welland.....	9	87
York.....	94	Guelph.....	14	42
Foreign.....		Hamilton.....	32	72
		Toronto.....	226	320
	1,814		556	2,370

TRAILERS REGISTERED

Counties		Cities		Total
Algoma.....	76	Sault Ste. Marie.....	134	210
Brant.....	347	Brantford.....	200	547
Bruce.....	432	.....	.....	432
Carleton.....	308	Ottawa.....	485	793
Dufferin.....	131	.....	.....	131
Dundas.....	131	.....	.....	131
Durham.....	222	.....	.....	222
Elgin.....	517	St. Thomas.....	119	636
Essex.....	830	Windsor.....	379	1,209
Frontenac.....	112	Kingston.....	148	260
Glengarry.....	67	.....	.....	67
Grenville.....	85	.....	.....	85
Grey.....	298	Owen Sound.....	93	391
Haldimand.....	336	.....	.....	336
Haliburton.....	31	.....	.....	31
Halton.....	254	.....	.....	254
Hastings.....	611	Belleville.....	144	755
Huron.....	305	.....	.....	305
Kencra.....	41	.....	.....	41
Kent.....	754	Chatham.....	174	928
Lambton.....	616	Sarnia.....	113	729
Lanark.....	235	.....	.....	235
Leeds.....	193	.....	.....	193
Lennox and Addington.....	182	.....	.....	182
Lincoln.....	257	St. Catharines.....	174	431
Manitoulin.....	33	.....	.....	33
Middlesex.....	789	London.....	487	1,276
Muskoka.....	105	.....	.....	105
Nipissing.....	55	North Bay.....	72	127
Norfolk.....	557	.....	.....	557
Northumberland.....	281	.....	.....	281
Ontario.....	257	Oshawa.....	219	476
Oxford.....	617	Woodstock.....	62	679
Parry Sound.....	79	.....	.....	79
Peel.....	343	.....	.....	343
Perth.....	535	Stratford.....	128	663
Peterborough.....	174	Peterborough.....	160	334
Prescott.....	91	.....	.....	91
Prince Edward.....	214	.....	.....	214
Rainy River.....	166	.....	.....	166
Renfrew.....	267	.....	.....	267
Russell.....	65	.....	.....	65
Simcoe.....	565	.....	.....	565
Stormont.....	146	.....	.....	146
Sudbury.....	64	Sudbury.....	63	127
Thunder Bay.....	36	Fort William.....	117	.....
Timiskaming.....	231	Port Arthur.....	59	212
Victoria.....	230	.....	.....	231
Waterloo.....	470	Galt.....	81	230
Welland.....	370	Kitchener.....	188	739
Wellington.....	395	Niagara Falls.....	149	.....
Wentworth.....	355	Welland.....	84	603
York.....	880	Guelph.....	114	509
Foreign.....	142	Hamilton.....	848	1,203
		Toronto.....	3,355	4,235
		.....	.....	142
	15,883		8,349	24,232

Trailer Gross Weight

One ton or less	21,056
More than one ton and up to two tons	718
More than two tons and up to three tons	230
“ “ three “ “ “ “ four “ “	241
“ “ four “ “ “ “ five “ “	366
“ “ five “ “ “ “ six “ “	353
“ “ six “ “ “ “ seven “ “	306
“ “ seven “ “ “ “ eight “ “	521
“ “ eight “ “ “ “ nine “ “	15
“ “ nine “ “ “ “ ten “ “	55
“ “ ten “ “ “ “ eleven “ “ .....	.....
“ “ eleven “ “ “ “ twelve “ “ .....	.....
“ “ twelve “ “ “ “ thirteen “ “ .....	.....
“ “ thirteen “ “ “ “ fourteen “ “ .....	.....
“ “ fourteen “ “ “ “ fifteen “ “	9
Municipal	287
Free	75
	<hr/> 24,232

AUTOMOBILE DEALERS REGISTERED

Counties		Cities		Total
Algoma	1	Sault Ste. Marie	11	12
Brant	4	Brantford	15	19
Bruce	15	.....	.....	15
Carleton	12	Ottawa	69	81
Dufferin	9	.....	.....	9
Dundas	7	.....	.....	7
Durham	8	.....	.....	8
Elgin	5	St. Thomas	9	14
Essex	9	Windsor	48	57
Frontenac	2	Kingston	20	22
Glengarry	2	.....	.....	2
Grenville	8	.....	.....	8
Grey	11	Owen Sound	10	21
Haldimand	17	.....	.....	17
Haliburton .....	.....	.....	.....	.....
Halton	10	.....	.....	10
Hastings	18	Belleville	11	29
Huron	17	.....	.....	17
Kenora	10	.....	.....	10
Kent	15	Chatham	13	28
Lambton	8	Sarnia	5	13
Lanark	16	.....	.....	16
Leeds	9	.....	.....	9
Lennox and Addington	3	.....	.....	3
Lincoln	3	St. Catharines	15	18
Manitoulin .....	.....	.....	.....	.....
Middlesex	3	London	25	28
Muskoka	5	.....	.....	5
Nipissing	3	North Bay	7	10
Norfolk	7	.....	.....	7
Northumberland	6	.....	.....	6
Ontario	22	Oshawa	32	54
Oxford	15	Woodstock	9	24
Parry Sound	6	.....	.....	6
Peel	7	.....	.....	7
Perth	13	Stratford	11	24
Peterborough .....	.....	Peterborough	15	15
Prescott	7	.....	.....	7
Prince Edward	8	.....	.....	8
Rainy River	6	.....	.....	6
Renfrew	26	.....	.....	26
Russell	3	.....	.....	3
Simcoe	25	.....	.....	25
Stormont	16	.....	.....	16
Sudbury	1	Sudbury	11	12
Thunder Bay	1	Fort William	7	.....
		Port Arthur	7	15

AUTOMOBILE DEALERS REGISTERED—Continued

Timiskaming.....	30	.....	30
Victoria.....	10	.....	10
Waterloo.....	11	{ Galt.....	6
		{ Kitchener.....	17
Welland.....	5	{ Niagara Falls.....	5
		{ Welland.....	10
Wellington.....	16	{ Guelph.....	14
Wentworth.....	5	{ Hamilton.....	54
York.....	28	{ Toronto.....	282
Foreign.....	3	.....	3
	507		738
			1,245

COMMERCIAL DEALERS REGISTERED, 1935

Counties		Cities		Total
Algoma.....		Sault Ste. Marie.....		
Brant.....		Brantford.....	1	1
Bruce.....				
Carleton.....		Ottawa.....	2	2
Dufferin.....				
Dundas.....				
Durham.....				
Elgin.....		St. Thomas.....		
Essex.....	2	Windsor.....	5	7
Frontenac.....		Kingston.....		
Glengarry.....				
Grenville.....				
Grey.....		Owen Sound.....		
Haldimand.....				
Haliburton.....				
Halton.....				
Hastings.....		Belleville.....		
Huron.....				
Kenora.....				
Kent.....		Chatham.....	1	1
Lambton.....		Sarnia.....		
Lanark.....				
Leeds.....				
Lennox and Addington.....				
Lincoln.....	1	St. Catharines.....	2	3
Manitoulin.....				
Middlesex.....		London.....	4	4
Muskoka.....				
Nipissing.....		North Bay.....		
Norfolk.....				
Northumberland.....				
Ontario.....		Oshawa.....	1	1
Oxford.....		Woodstock.....		
Parry Sound.....				
Peel.....				
Perth.....		Stratford.....		
Peterborough.....		Peterborough.....		
Prescott.....				
Prince Edward.....				
Rainy River.....				
Renfrew.....				
Russell.....				
Simcoe.....				
Stormont.....				
Sudbury.....		Sudbury.....		
Thunder Bay.....		{ Fort William.....		
		{ Port Arthur.....		
Timiskaming.....				
Victoria.....				
Waterloo.....		{ Galt.....		
		{ Kitchener.....	3	3
Welland.....	1	{ Niagara Falls.....	1	
		{ Welland.....		2

COMMERCIAL DEALERS REGISTERED, 1935—Continued

Wellington.....		Guelph.....		
Wentworth.....		Hamilton.....	12	12
York.....		Toronto.....	34	34
Foreign.....				
	4		66	70

MOTOR CYCLES REGISTERED, 1935

Counties		Cities		Total
Algoma.....	19	Sault Ste. Marie.....	23	42
Brant.....	29	Brantford.....	26	55
Bruce.....	19			19
Carleton.....	46	Ottawa.....	218	264
Dufferin.....	9			9
Dundas.....	17			17
Durham.....	24			24
Elgin.....	28	St. Thomas.....	30	58
Essex.....	35	Windsor.....	85	120
Frontenac.....	10	Kingston.....	59	69
Glengarry.....	13			13
Grenville.....	12			12
Grey.....	24	Owen Sound.....	5	29
Haldimand.....	18			18
Haliburton.....	2			2
Halton.....	42			42
Hastings.....	38	Belleville.....	16	54
Huron.....	55			55
Kenora.....	20			20
Kent.....	34	Chatham.....	12	46
Lambton.....	21	Sarnia.....	21	42
Lanark.....	25			25
Leeds.....	34			34
Lennox and Addington.....	10			10
Lincoln.....	47	St. Catharines.....	33	80
Manitoulin.....	5			5
Middlesex.....	45	London.....	145	190
Muskoka.....	32			32
Nipissing.....	24	North Bay.....	13	37
Norfolk.....	54			54
Northumberland.....	30			30
Ontario.....	64	Oshawa.....	48	112
Oxford.....	57	Woodstock.....	15	72
Parry Sound.....	16			16
Peel.....	53			53
Perth.....	37	Stratford.....	35	72
Peterborough.....	11	Peterborough.....	28	39
Prescott.....	15			15
Prince Edward.....	21			21
Rainy River.....	7			7
Renfrew.....	36			36
Russell.....	7			7
Simcoe.....	63			63
Stormont.....	74			74
Sudbury.....	7	Sudbury.....	20	27
Thunder Bay.....	16	Fort William.....	25	50
		Port Arthur.....	9	106
Timiskaming.....	106			106
Victoria.....	19			19
Waterloo.....	81	Galt.....	17	166
		Kitchener.....	68	
Welland.....	65	Niagara Falls.....	21	109
		Welland.....	23	48
Wellington.....	35	Guelph.....	13	240
Wentworth.....	48	Hamilton.....	192	1,645
York.....	231	Toronto.....	1,414	2
Foreign.....	2			
	1,892		2,614	4,506

MOTOR VEHICLES BRANCH
Highways Department
Revenue for Fiscal Year 1935-1936

	Gross	Deductions	Net
Passenger car permits.....	\$5,231,335.50	\$ 86,309.35	\$5,145,026.15
Commercial permits.....	2,456,986.50	12,470.00	2,444,516.50
Automobile dealer permits.....	30,767.00	25.00	30,742.00
Commercial dealer permits.....	338.00		338.00
Motorcycle dealer permits.....	24.00		24.00
Trailer permits.....	222,475.25	4,119.15	218,356.10
Two purpose permits.....	13,341.50	183.20	13,158.30
Chauffeurs.....	229,225.00	17,556.70	211,668.30
Operators and instructions.....	569,202.00	52,916.40	516,285.60
Motorcycle permits.....	12,018.00	333.35	11,684.65
Transfers.....	178,882.00	5,685.20	173,196.80
Duplicate cards.....	7,477.50	1.00	7,476.50
In transits.....	9,828.50	748.90	9,079.60
Certificates and searches.....	482.25		482.25
Fines.....	82,108.80	299.00	81,809.80
Lists.....	2,212.53		2,212.53
Public vehicles.....	10 5,491.54		105,491.54
Public commercial vehicles.....	158,184.27	808.23	157,376.04
Postage.....	69.02		69.02
Testing headlights.....	60.00		60.00
Examination fees.....	14,949.00	21.00	14,928.00
Miscellaneous.....	8.65		8.65
	<u>\$9,325,466.81</u>	<u>\$ 181,476.48</u>	<u>\$9,143,990.33</u>
Express charges paid by agents.....	\$ 125.33		
Balances due from agents.....	218.40		
Less amount overcharged on commercials.....	13.00		
Less amount overcharged on Acct. No. 113.....	17.00		
Underdrawn.....	.20		
Adjustments on Previous Balances.....	3.90		
		377.83	
	<u>\$9,325,466.81</u>	<u>\$ 181,854.31</u>	<u>\$9,143,612.50</u>
Bank interest.....	5.31		
Stamps.....	.06		
Overdrawn.....	125.80		
	<u>521.10</u>		652.27
1934-1935 balances paid.....			
			<u>\$9,144,264.77</u>

MOTOR VEHICLES BRANCH
Highways Department
Revenue for Fiscal Year 1935-1936

	Gross	Deductions	Net
Passenger Car Permits.....	\$5,231,335.50		
Commercial permits.....	2,456,986.50		
Automobile dealer permits.....	30,767.00		
Commercial dealer permits.....	338.00		
Motorcycle dealer permits.....	24.00		
Trailer permits.....	222,475.25		
Two purpose permits.....	13,341.50		
Chauffeurs.....	229,225.00		
Operators.....	569,202.00		
Motorcycle permits.....	12,018.00		
Transfers.....	178,882.00		
Duplicate cards.....	7,477.50		
In transits.....	9,828.50		
Certificates and searches.....	482.25		
Fines.....	82,108.80		
Lists.....	2,212.53		
Public vehicles.....	105,491.54		
Public commercial vehicles.....	158,184.27		
Postage.....	69.02		
Testing headlights.....	60.00		
Examination fees.....	14,949.00		
Miscellaneous.....	8.65		
		\$9,325,466.81	
LESS:			
Commissions deducted by agents.....	177,774.75		
Express charges paid by agents.....	125.33		
Refunds deducted by Provincial Treasurer.....	2,846.00		
Balances due from agents.....	218.40		
Amount overcharged on Acct. No. 113.....	17.00		
Amount overcharged on commercial.....	13.00		
Journal entries re-fines.....	76.00		
Journal entries re Ont. Municipal Board fees.....	779.73		
Underdrawn.....	.20		
Adjustments on previous balances.....	3.90		
		181,854.31	9,143,612.50
Bank interest.....	5.31		
Stamps.....	.06		
1934-1935 balances paid.....	521.10		
Overdrawn.....	125.80		
			652.27
			\$9,144,264.77

MOTOR VEHICLES BRANCH
Highways Department

Itemized Statement of Receipts for Fiscal Year 1935-1936

PASSENGER CARS		
180,104 at \$ 7.00 4 cyl.....	\$1,260,728.00	
3,903 at 3.50 (half fee).....	13,660.50	
233,105 at 12.00 6 cyl.....	2,797,260.00	
4,288 at 6.00 (half fee).....	25,728.00	
13,212 at 15.00 6 cyl.....	198,180.00	
353 at 7.50 (half fee).....	2,647.50	
55,034 at 15.00 8 cyl.....	825,510.00	
1,213 at 7.50 (half fee).....	9,097.50	
4,198 at 20.00 8 cyl.....	83,960.00	
96 at 10.00 (half fee).....	960.00	
208 at 30.00 12 cyl.....	6,240.00	
3 at 15.00 (half fee).....	45.00	
33 at 40.00 16 cyl.....	1,320.00	
3 at 20.00 electric.....	60.00	
4 at 20.00 steam.....	80.00	
2,857 at 2.00 new sets.....	5,714.00	
47 at — new sets (no fee).....		
771 free.		
(499,432) Balance of fees.....	145.00	
		\$5,231,335.50

COMMERCIALS

Pneumatic Tires

25,786 at \$ 10.00.....	\$ 257,860.00
1,241 at 5.00 (half fee).....	6,205.00
14,262 at 24.00.....	342,288.00
796 at 12.00 (half fee).....	9,552.00
4 at 6.00 (quarter fee).....	24.00
7,479 at 48.00.....	358,992.00
322 at 24.00 (half fee).....	7,728.00
3 at 12.00 (quarter fee).....	36.00
4,548 at 65.00.....	295,620.00
211 at 32.50 (half fee).....	6,857.50
2 at 16.25 (quarter fee).....	32.50
2,615 at 84.00.....	219,660.00
138 at 42.00 (half fee).....	5,796.00
1 at 21.00 (quarter fee).....	21.00
2,306 at 98.00.....	225,988.00
102 at 49.00 (half fee).....	4,998.00
2,119 at 112.00.....	237,328.00
115 at 56.00 (half fee).....	6,440.00
693 at 144.00.....	99,792.00
40 at 72.00 (half fee).....	2,880.00
1,131 at 170.00.....	192,270.00
33 at 85.00 (half fee).....	2,805.00
3 at 198.00.....	594.00
1 at 99.00 (half fee).....	99.00
21 at 228.00.....	4,788.00
6 at 260.00.....	1,560.00
3 at 294.00.....	882.00
30 at 330.00.....	9,900.00

Solid Tires

9 at \$ 16.00.....	\$ 144.00
4 at 8.00 (half fee).....	32.00
16 at 33.00.....	528.00
2 at 16.50 (half fee).....	33.00
9 at 60.00.....	540.00
13 at 80.00.....	1,040.00
1 at 40.00 (half fee).....	40.00
14 at 102.00.....	1,428.00
18 at 119.00.....	2,142.00
1 at 59.50 (half fee).....	59.50
60 at 136.00.....	8,160.00
1 at 68.00 (half fee).....	68.00
19 at 171.00.....	3,249.00
2 at 85.50 (half fee).....	171.00
15 at 200.00.....	3,000.00
1 at 100.00 (half fee).....	100.00
1 at 231.00.....	231.00
2 at 264.00.....	528.00
3 at 132.00 (half fee).....	396.00
2,158 at 2.00 municipal.....	4,316.00
1,041 at 2.00 new sets.....	2,082.00
28 new sets (no fee).	
1,025 free.	
Increase cap.....	\$ 51,108.50

BUSES

18 at \$ 24.00.....	432.00
33 at 36.00.....	1,188.00
81 at 55.00.....	4,455.00
1 at 27.50 (half fee).....	27.50
128 at 72.00.....	9,216.00
2 at 36.00 (half fee).....	72.00
84 at 84.00.....	7,056.00
105 at 96.00.....	10,080.00
45 at 117.00.....	5,265.00
2 at 58.50 (half fee).....	117.00
108 at 130.00.....	14,040.00
2 at 65.00 (half fee).....	130.00
94 at 165.00.....	15,510.00

MOTOR VEHICLES BRANCH, 1935

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BUSSES—(Continued)

50 at 180.00.....	9,000.00	
3 at 2.00 new sets.....	6.00	
(69,210)		\$2,456,986.50

"M" DEALERS

1935 FEES

88 at \$ 20.00.....	\$ 1,760.00	
4 at 10.00 (half fee).....	40.00	

1936 FEES

1,157 at \$ 25.00.....	\$ 28,925.00	
21 at 2.00 new sets.....	42.00	
(1,270)		\$ 30,767.00

"M. T" DEALERS

2 at \$ 24.00.....	\$ 48.00	
3 at 48.00.....	144.00	
1 at 144.00.....	144.00	
(7) 1 at 2.00 new sets.....	2.00	
		\$ 338.00

"M. C" DEALERS

(4) 4 at 6.00.....	24.00	\$ 24.00
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TRAILERS

19,536 at \$ 3.00.....	58,608.00	
2,263 at 1.50 (half fee).....	3,394.50	
661 at 10.00.....	6,610.00	
63 at 5.00 (half fee).....	315.00	
229 at 21.00.....	4,809.00	
17 at 10.50 (half fee).....	178.50	
1 at 5.25 (quarter fee).....	5.25	
218 at 32.00.....	6,976.00	
27 at 16.00 (half fee).....	432.00	
366 at 50.00.....	18,300.00	
13 at 25.00 (half fee).....	325.00	
309 at 66.00.....	20,394.00	
20 at 33.00 (half fee).....	660.00	
368 at 77.00.....	28,336.00	
17 at 38.50 (half fee).....	654.50	
651 at 88.00.....	57,288.00	
28 at 44.00 (half fee).....	1,232.00	
18 at 108.00.....	1,944.00	
1 at 54.00 (half fee).....	54.00	
63 at 120.00.....	7,560.00	
1 at 154.00.....	154.00	
10 at 210.00.....	2,100.00	
2 at 105.00 (half fee).....	210.00	
1 at 52.50 (quarter fee).....	52.50	
282 at 2.00 munic.....	564.00	
122 at 1.00 new sets.....	122.00	
1 new set (no fee).....		
92 free.....		
(25,380)		
Incr. Capacity.....	1,197.00	\$ 222,475.25

TWO PURPOSE

1935 FEES

648 at \$ 10.00.....	\$ 6,480.00	
49 at 5.00 (half fee).....	245.00	
3 at 24.00.....	72.00	

1936 FEES

433 at \$ 7.00 4 cyl.....	\$ 3,031.00	
240 at 12.00 6 cyl.....	2,880.00	
5 at 15.00 6 cyl.....	75.00	
11 at 15.00 8 cyl.....	165.00	
115 at 2.00 new sets.....	230.00	
7 free.....		
Bal. of fees.....	163.50	
(1511)		\$ 13,341.50

CHAUFFEURS

18,156 at \$	2.00 origls.	\$	36,312.00	
3,847 at	1.00 origls. (half fee)		3,847.00	
186,709 at	1.00 renls.		186,709.00	
	21 origls. free.			
	13 renls. free.			
(208,746)				
(1934 and 1935)	prev. yr. fees		2,331.00	
	prev. yr. fees		26.00	
				\$ 229,225.00

OPERATORS

524,770 at \$	1.00 operators	\$	524,770.00	
79,382 at	.50 instr.		39,691.00	
818 at	1.00 M.C. operators		818.00	
	2 free operators.			
	1 free M.C. operators.			
(604,793)				
(1934 and 1935)	prev. yr. fees		3,890.00	
	prev. yr. operators fees		27.00	
(1934)	prev. yr. M.C. operators		6.00	
				\$ 569,202.00

MOTORCYCLES

3,852 at \$	3.00	\$	11,556.00	
154 at	1.50 (half fee)		231.00	
13 at	1.00 new sets		13.00	
109 at	2.00, municipal		218.00	
	2 new sets. No fee.			
119 free.				
(4,249)				\$ 12,018.00

TRANSFERS

77,129 at \$	2.00, passenger	\$	154,258.00	
5,639 at	2.00, commercial		11,278.00	
606 at	1.00, motorcycles		606.00	
217 at	2.00, two purpose		434.00	
109 at	2.00, trailers		218.00	
6 at	2.00, "M" dealers		12.00	
(83,706)				
10,979 at	1.00, dealers passenger		10,979.00	
1,097 at	1.00, dealers commercial		1,097.00	
(12,076)				\$ 178,882.00

DUPLICATE CARDS

3,366 at	.50, passenger cars	\$	1,683.00	
583 at	.50, commercial		291.50	
53 at	.50, Motorcycles		26.50	
21 at	.50, two purpose		10.50	
72 at	.50, trailers		36.00	
721 at	.50, passenger transfer		360.50	
69 at	.50, commercial transfer		34.50	
4 at	.50, M.C. transfer		2.00	
2 at	.50, two purpose transfer		1.00	
1 at	.50, trailer transfer		.50	
5 at	.50, dealer passenger transfer		2.50	
3 at	.50, "M" dealers		1.50	
548 at \$	.50, chauffeurs' originals	\$	274.00	
3,331 at	.50, chauffeurs' renewals		1,665.50	
6,144 at	.50, operators		3,072.00	
21 at	.50, M.C. operators		10.50	
(14,944)				
5 at	.50, (1933)		2.50	
6 at	.50, (1934)		3.00	
				\$ 7,477.50

IN TRANSITS

19,657 at \$.50	\$	9,828.50	\$ 9,828.50
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MOTOR VEHICLES BRANCH, 1935

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SEARCHES AND CERTIFICATES

1 at \$.15	\$.15
914 at	.25		228.50
133 at	.50		66.50
1 at	.60		.60
60 at	.75		45.00
30 at	1.00		30.00
12 at	1.25		15.00
10 at	1.50		15.00
9 at	1.75		15.75
11 at	2.00		22.00
2 at	2.25		4.50
4 at	2.50		10.00
1 at	2.75		2.75
2 at	3.00		6.00
2 at	3.25		6.50
2 at	4.50		9.00
1 at	5.00		5.00

(1,195)

MISCELLANEOUS	\$	482.25
FINES	\$	8.65
LISTS		82,108.80
PUBLIC VEHICLES		2,212.53
PUBLIC COMMERCIAL VEHICLES		105,491.54
POSTAGE		158,184.27
TESTING HEADLIGHTS		69.02
EXAMINATION FEES		60.00
COMMISSIONS PAID TO AGENTS:		14,949.00

Passenger cars	\$	85,303.85
Commercials		11,108.00
Two purpose		183.20
Motorcycles		324.35
Trailers		3,980.15
Transfers		5,682.20
In transits		738.40
Operators and instructions		52,899.90
Chauffeurs		17,554.70
	\$	177,774.75

CARTAGE AND EXPRESS CHARGES PAID BY AGENTS

125.33

REFUNDS:

Passenger cars	1,005.50
Commercials	1,362.00
Trailers	139.00
"M" dealers	25.00
Chauffeurs	2.00
Operators and instructions	16.50
Motorcycles	9.00
Transfers	3.00
Fines	223.00
Public commercial vehicles	28.50
Examination fees	21.00
Duplicate cards	1.00
In transits	10.50

2,846.00

Balances due from agents	218.40
Overcharge on account No. 113	17.00
Overcharge on commercials	13.00
Journal entries re-fines	76.00
Journal entries re-Ontario Municipal Board Fees	779.73
Underdrawn	.20
Adjustments on previous balances	3.90
Deposited with treasury as shown by treasurer's statement	9,144,264.77

\$9,326,119.08

Interest	5.31
Stamps	.06
Overdrawn	125.80
1934-1935 balances paid	521.10

\$9,325,466.81

\$9,325,466.81

MOTOR VEHICLES BRANCH
Highways Department
Revenue for the Fiscal Year 1934-1935

	Gross	Deductions	Net
Passenger car permits.....	\$3,640,128.00	\$ 59,090.70	\$3,581,037.30
Commercial permits.....	1,835,296.50	8,818.25	1,826,384.25
Automobile dealer permits.....	23,064.00		23,064.00
Commercial dealer permits.....	5,061.00		5,061.00
Motorcycle dealer permits.....	48.00		48.00
Trailer permits.....	133,883.50	1,459.70	132,423.80
Two purpose permits.....	16,892.00	308.25	16,583.75
Chauffeurs.....	145,457.00	9,743.20	135,713.80
Operators.....	343,110.50	26,399.85	316,710.65
Motorcycle permits.....	6,252.50	162.30	6,090.20
Transfers.....	33,562.00	1,011.65	32,550.35
Duplicate cards.....	2,120.50		2,120.50
In transits.....	3,429.00	272.85	3,156.15
Certificates and searches.....	195.75		195.75
Fines.....	12,860.37	36.00	12,824.37
Lists.....	531.57		531.57
Public vehicles.....	34,211.32		34,211.32
Public commercial vehicles.....	6,148.26		6,148.26
Postage.....	41.33		41.33
Testing headlights.....	30.00		30.00
Examination fees.....	3,823.00	5.00	3,818.00
Miscellaneous.....	11.85		11.85
	<u>\$6,246,157.95</u>	<u>\$ 107,307.75</u>	<u>\$6,138,756.20</u>
Express charges paid by agents.....	64.76		
Balances due and overpaid credit from agents.....	521.10		
Less amount overcharged on commercials.....	47.00		
Uncollectable accounts.....	6.30	639.16	
	<u>\$6,246,157.95</u>	<u>\$ 107,946.91</u>	<u>\$6,138,211.04</u>
Bank interest.....	11.28		
1933-34 Balances paid.....	493.94		
Uncollectable accounts.....	6.30		
Amount overcharged on commercials.....	47.00		
Previous year fees paid.....	37.56		596.08
			<u>\$6,138,807.12</u>

MOTOR VEHICLES BRANCH
Highways Department
Revenue for Fiscal Year 1934-1935

Passenger car permits.....	\$3,640,128.00	
Commercial permits.....	1,835,296.50	
Automobile dealer permits.....	23,064.00	
Commercial dealer permits.....	5,061.00	
Motorcycle dealer permits.....	48.00	
Trailer permits.....	133,883.50	
Two purpose permits.....	16,892.00	
Chauffeurs.....	145,457.00	
Operators.....	343,110.50	
Motorcycle permits.....	6,252.50	
Transfers.....	33,562.00	
Duplicate cards.....	2,120.50	
In transits.....	3,429.00	
Certificates and searches.....	195.75	
Fines.....	12,860.37	
Lists.....	531.57	
Public vehicles.....	34,211.32	
Public commercial vehicles.....	6,148.26	
Postage.....	41.33	
Testing headlights.....	30.00	
Examinations fees.....	3,823.00	
Miscellaneous.....	11.85	
	<u>6,246,157.95</u>	

MOTOR VEHICLES BRANCH, 1935

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LESS:

Commissions deducted by agents.....	\$ 105,911.75		
Express charges paid by agents.....	64.76		
Refunds deducted by Provincial Treasurer.....	1,396.00		
Balances due and overpaid credit from agents.....	521.10		
Uncollectable accounts.....	6.30		
Amount overcharged on commercials.....	47.00		
		107,946.91	
Bank interest.....		11.28	\$6,138,211.04
1933-34 Balances paid.....	493.94		
Uncollectable accounts.....	6.30		
Amount overcharged on commercials.....	47.00		
	547.24		
Previous year fees paid.....	37.56		596.08

\$6,138,807.12

MOTOR VEHICLES BRANCH Highways Department

Itemized Statement of Receipts for Fiscal Year 1934-1935

PASSENGER CARS

141,358 at \$ 7.00 (4-cyl.).....	\$ 989,506.00	
736 at 3.50 (half fee).....	2,576.00	
161,567 at 12.00 (6-cyl.).....	1,938,804.00	
987 at 6.00 (half fee).....	5,922.00	
10,489 at 15.00 (6-cyl.).....	157,335.00	
110 at 7.50 (half fee).....	825.00	
31,176 at 15.00 (8-cyl.).....	467,640.00	
384 at 7.50 (half fee).....	2,880.00	
3,368 at 20.00 (8-cyl.).....	67,360.00	
26 at 10.00 (half fee).....	260.00	
148 at 30.00 (12-cyl.).....	4,440.00	
1 at 15.00 (half fee).....	15.00	
31 at 40.00 (16-cyl.).....	1,240.00	
3 at 20.00 electric.....	60.00	
5 at 20.00 steam.....	100.00	
548 at 2.00, new sets.....	1,096.00	
16, new sets. No fee.		
687, free.		
(351640) Balance of fees.....	69.00	\$3,640,128.00

COMMERCIALS

Pneumatic Tires

17,751 at \$ 10.00.....	\$ 177,510.00	
368 at 5.00 (half fee).....	1,840	
12,116 at 24.00.....	290,784.00	
78 at 12.00 (half fee).....	936.00	
203 at 6.00 (quarter fee).....	1,218.00	
6,349 at 48.00.....	304,752.00	
24 at 24.00 (half fee).....	576.00	
109 at 12.00 (quarter fee).....	1,308.00	
3,458 at 65.00.....	224,770.00	
12 at 32.50 (half fee).....	390.00	
68 at 16.25 (quarter fee).....	1,105.00	
2,027 at 84.00.....	170,268.00	
17 at 42.00 (half fee).....	714.00	
45 at 21.00 (quarter fee).....	945.00	
1,695 at 98.00.....	166,110.00	
12 at 49.00 (half fee).....	588.00	
39 at 24.50 (quarter fee).....	955.50	
1,331 at 112.00.....	149,072.00	
7 at 56.00 (half fee).....	392.00	
24 at 28.00 (quarter fee).....	672.00	
517 at 144.00.....	74,448.00	
2 at 72.00 (half fee).....	144.00	
16 at 36.00 (quarter fee).....	576.00	
898 at 170.00.....	152,660.00	
13 at 42.50 (quarter fee).....	552.50	
3 at 198.00.....	594.00	
14 at 228.00.....	3,192.00	
2 at 260.00.....	520.00	
3 at 294.00.....	882.00	
23 at 330.00.....	7,590.00	

COMMERCIALS—(Continued)

Solid Tires

6 at \$ 16.00	\$ 96.00
2 at 8.00 (half fee)	16.00
15 at 33.00	495.00
8 at 60.00	480.00
16 at 80.00	1,280.00
20 at 102.00	2,040.00
22 at 119.00	2,618.00
71 at 136.00	9,656.00
16 at 171.00	2,736.00
13 at 200.00	2,600.00
1 at 231.00	231.00
3 at 264.00	792.00
1,911 at 2.00, municipals	3,822.00
213 at 2.00, new sets	426.00
3, new sets. No fee.	
670, free.	
Increased capacity and balance fees	12,652.50

BUSES

1 at \$ 10.00	\$ 10.00
1 at 5.00 (half fee)	5.00
21 at 24.00	504.00
29 at 36.00	1,044.00
1 at 9.00 (quarter fee)	9.00
54 at 55.00	2,970.00
117 at 72.00	8,424.00
1 at 18.00 (quarter fee)	18.00
70 at 84.00	5,880.00
90 at 96.00	8,640.00
33 at 117.00	3,861.00
94 at 130.00	12,220.00
81 at 165.00	13,365.00
13 at 180.00	2,340.00
1 at 2.00, new set	2.00
(50,821)	
	\$1,835,296.50

"M" DEALERS

1,153 at 20.00	23,060.00
2 at 2.00, new sets	4.00
(1,155)	
	\$ 23,064.00

"M.C." DEALERS

(8) 8 at 6.00	48.00
	\$ 48.00

"M.T." DEALERS

9 at \$ 24.00	\$ 216.00
20 at 48.00	960.00
7 at 65.00	455.00
5 at 84.00	420.00
3 at 98.00	294.00
8 at 112.00	896.00
5 at 144.00	720.00
5 at 170.00	850.00
1 at 198.00	198.00
1 at 50.00, (trailer)	50.00
(65) 1 at 2.00, new set	2.00
	\$ 5,061.00

TRAILERS

7,033 at \$ 3.00	\$ 21,099.00
530 at 1.50 (half fee)	795.00
439 at 10.00	4,390.00
21 at 5.00 (half fee)	105.00
160 at 21.00	3,360.00
10 at 5.25 (quarter fee)	52.50
164 at 32.00	5,248.00
1 at 16.00 (half fee)	16.00
8 at 8.00 (quarter fee)	64.00
293 at 50.00	14,650.00
1 at 12.50 (quarter fee)	12.50
285 at 66.00	18,810.00
10 at 16.50 (quarter fee)	165.00
246 at 77.00	18,942.00
4 at 19.25 (quarter fee)	77.00

TRAILERS—(Continued)

432 at	88.00		
5 at	22.00 (quarter fee)	38,016.00	
9 at	108.00	110.00	
49 at	120.00	972.00	
1 at	210.00	5,880.00	
266 at	2.00, municipals	210.00	
21 at	1.00, new sets	532.00	
54, free.		21.00	
(10,042)	Increased capacity	356.50	
			\$ 133,883.50

TWO PURPOSE

1,660 at	10.00	16,600.00	
23 at	5.00 (half fee)	115.00	
4 at	24.00	96.00	
1 at	6.00 (quarter fee)	6.00	
22 at	2.00, new set	44.00	
1, new set.	No fee.		
5, free.			
(1,716)	Increased capacity and balance fees	31.00	
			\$ 16,892.00

CHAUFFEURS

4,867 at \$	2.00, originals	\$ 9,734.00	
1,524 at	1.00, originals (half fee)	1,524.00	
133,185 at	1.00, renewals	133,185.00	
66, originals.	Free.		
12, renewals.	Free.		
(139,654)			
	Previous year fees	172.00	
	1934 previous year fees	842.00	
			\$ 145,457.00

OPERATORS

334,335 at \$	1.00, operators	\$ 334,335.00	
13,511 at	.50, instruction	6,755.50	
23 at	1.00, originals "M.C." operators	23.00	
330 at	1.00, renewals "M.C." operators	330.00	
2, renewals.	Free.		
(348,201)			
	Previous year fees	204.00	
	1934 previous year fees	1,462.00	
	1934 previous year "M.C." operators' fees	1.00	
			\$ 343,110.50

MOTORCYCLES

2,004 at \$	3.00	\$ 6,012.00	
17 at	1.50 (half fee)	25.50	
107 at	2.00, municipals	214.00	
1 at	1.00, new set	1.00	
126, free.			
(2,255)			\$ 6,252.50

TRANSFERS

15,358 at \$	2.00, passenger cars	\$ 30,716.00	
1,339 at	2.00, commercial	2,678.00	
56 at	1.00, motorcycles	56.00	
34 at	2.00, two purpose	68.00	
22 at	2.00, trailers	44.00	
(16,809)			\$ 33,562.00

DUPLICATE CARDS

627 at \$	.50, passenger cars	\$ 313.50	
129 at	.50, commercial	64.50	
7 at	.50, motorcycles	3.50	
4 at	.50, two purpose	2.00	
10 at	.50, trailers	5.00	
238 at	.50, passenger car transfer	119.00	
36 at	.50, commercial transfer	18.00	
1 at	.50, two purpose transfer	.50	
172 at	.50, originals chauffeurs	86.00	
1,011 at	.50, renewals chauffeurs	505.50	
182 at	.50, originals operators	91.00	
1,660 at	.50, renewals operators	830.00	

DUPLICATE CARDS—(Continued)

2 at	.50, "M.C." original operators	1.00	
1 at	.50, passenger car dealers transfers	.50	
(4,080)			
159 at	.50, (1933)	79.50	
2 at	.50, (1932)	1.00	
			\$ 2,120.50

IN TRANSITS

6,858 at \$	.50	\$ 3,429.00	
(6,858)			\$ 3,429.00

SEARCHES AND CERTIFICATES

333 at \$	.25	\$ 83.25	
41 at	.50	20.50	
28 at	.75	21.00	
17 at	1.00	17.00	
1 at	1.25	1.25	
5 at	1.30	7.50	
4 at	1.75	7.00	
8 at	2.00	16.00	
2 at	2.25	4.50	
2 at	2.50	5.00	
1 at	2.75	2.75	
2 at	3.00	6.00	
(445) 1 at	4.00	4.00	
			\$ 195.75

MISCELLANEOUS

FINES	11.85	
LISTS	12,860.37	
PUBLIC VEHICLES	531.57	
PUBLIC COMMERCIAL VEHICLES	34,211.32	
POSTAGE	6,148.26	
TESTING HEADLIGHTS	41.33	
EXAMINATION FEES	30.00	
	3,823.00	

COMMISSIONS PAID TO AGENTS:

Passenger cars	58,705.20	
Commercials	7,868.75	
Trailers	1,453.70	
Two purpose	308.25	
Chauffeurs	9,742.20	
Operators and instructions	26,396.85	
Motorcycles	159.30	
Transfers	1,011.65	
In transits	265.85	
		\$ 105,911.75
Cartage and Express charges paid by agents	64.76	

REFUNDS:

Passenger cars	385.50	
Commercials	949.50	
Trailers	6.00	
In transits	7.00	
Examination fees	5.00	
Fines	36.00	
Chauffeurs	1.00	
Operators and instruction permits	3.00	
Motorcycles	3.00	
		\$ 1,396.00

BALANCES DUES AND OVERPAID:

Credit from agents	521.10	
Less amount overcharged on commercials	47.00	
Uncollectable accounts	6.30	
Deposited with treasury as shown by treasurer's statement	6,138,807.12	
		\$6,246,754.03

1933-34 Balances paid	493.94	
Uncollectable accounts	6.30	
Amount overcharged on commercials	47.00	

	547.24	
Previous years fees paid	37.56	
Interest	11.28	
		596.08
	\$6,246,157.95	\$6,246,157.95

SUMMARY OF REGISTRATION OF MOTOR VEHICLES
By Type and by County
1935

County	Passen- ger	Com- mercial	Two- Pur- pose	Trailer	Motor- cycles	Total	Per cent of Total Regis- trations
Algoma.....	5,174	873	22	210	42	6,321	1.07
Brant.....	7,480	1,136	86	547	55	9,304	1.58
Bruce.....	7,377	552	28	432	19	8,408	1.43
Carleton.....	21,993	3,066	66	793	264	26,182	4.45
Cochrane.....							
Dufferin.....	2,612	216	8	131	9	2,976	.51
Dundas.....	2,488	221	12	131	17	2,869	.49
Durham.....	4,200	381	69	222	24	4,896	.83
Elgin.....	7,436	835	49	636	58	9,014	1.53
Essex.....	22,033	3,259	65	1,209	120	26,686	4.54
Frontenac.....	6,262	973	47	260	69	7,611	1.29
Glengarry.....	1,953	222	6	67	13	2,261	.38
Grenville.....	2,493	293	18	85	12	2,901	.49
Grey.....	8,164	704	43	391	29	9,331	1.59
Haldimand.....	4,528	477	19	336	18	5,378	.91
Haliburton.....	666	80	6	31	2	785	.13
Halton.....	4,969	758	35	254	42	6,058	1.03
Hastings.....	9,003	1,246	77	755	54	11,135	1.89
Huron.....	7,498	649	43	305	55	8,550	1.45
Kenora.....	1,444	579	7	41	20	2,091	.36
Kent.....	12,171	1,512	51	928	46	14,708	2.50
Lambton.....	9,558	899	40	729	42	11,268	1.92
Lanark.....	4,741	449	52	235	25	5,502	.94
Leeds.....	4,957	755	47	193	34	5,986	1.02
Lennox and Addington.....	2,994	371	22	182	10	3,579	.61
Lincoln.....	8,762	1,852	61	431	80	11,186	1.90
Manitoulin.....	1,075	99		33	5	1,212	.21
Middlesex.....	20,104	2,480	119	1,276	190	24,169	4.11
Muskoka.....	2,653	480	16	105	32	3,286	.56
Nipissing.....	4,395	715	10	127	37	5,284	.90
Norfolk.....	5,763	808	39	557	54	7,221	1.23
Northumberland.....	4,470	609	40	281	30	5,430	.92
Ontario.....	9,358	1,090	52	476	112	11,088	1.88
Oxford.....	9,040	1,145	88	679	72	11,034	1.88
Parry Sound.....	2,463	437	17	79	16	3,012	.51
Peel.....	5,315	914	30	343	53	6,655	1.13
Perth.....	8,251	803	40	663	72	9,829	1.67
Peterborough.....	6,375	805	45	334	39	7,598	1.29
Prescott.....	1,746	215	15	91	15	2,082	.35
Prince Edward.....	2,874	378	13	214	21	3,500	.59
Rainy River.....	1,392	322	10	166	7	1,897	.32
Renfrew.....	5,579	556	19	267	36	6,457	1.10
Russell.....	1,662	262	9	65	7	2,005	.34
Simcoe.....	11,640	1,431	77	565	63	13,776	2.34
Stormont.....	4,032	455	26	146	74	4,733	.80
Sudbury.....	4,708	946	12	127	27	5,820	.99
Thunder Bay.....	6,519	1,354	22	212	50	8,157	1.39
Timiskaming.....	7,264	1,131	94	231	106	8,826	1.50
Victoria.....	4,503	456	22	230	19	5,230	.89
Waterloo.....	13,100	1,620	45	739	166	15,670	2.67
Welland.....	12,472	1,851	87	603	109	15,122	2.57
Wellington.....	9,033	943	42	509	48	10,575	1.80
Wentworth.....	26,118	4,197	72	1,203	240	31,830	5.41
York.....	126,304	18,472	320	4,235	1,645	150,976	25.67
Foreign.....	446	258		142	2	848	.14
Total.....	489,610	67,590	2,370	24,232	4,506	588,308	100.00

-Registrations for Districts of Cochrane and Timiskaming are combined.

DISTRIBUTION OF MOTOR VEHICLES
By City and Type

City	Passenger	Commercial	Two-Purpose	Trailer	Motor-cycles	Total	Per cent of Total Registrations
Belleville.....	2,220	345	25	144	16	2,750	.47
Brantford.....	4,315	700	36	200	26	5,277	.89
Chatham.....	2,933	504	9	174	12	3,632	.62
Fort William.....	2,651	532	7	117	25	3,332	.57
Galt.....	1,908	247	14	81	17	2,267	.39
Guelph.....	2,888	447	14	114	13	3,476	.59
Hamilton.....	21,066	3,083	32	848	192	25,221	4.29
Kingston.....	3,575	563	11	148	59	4,356	.74
Kitchener.....	4,123	640	4	188	68	5,023	.85
London.....	11,952	1,581	27	487	145	14,192	2.41
Niagara Falls.....	3,716	455	10	149	21	4,351	.74
North Bay.....	1,708	322	.....	72	13	2,115	.36
Oshawa.....	3,878	411	13	219	48	4,569	.78
Ottawa.....	16,973	2,324	24	485	218	20,024	3.40
Owen Sound.....	1,729	217	10	93	5	2,054	.35
Peterborough.....	3,179	476	12	160	28	3,855	.66
Port Arthur.....	2,468	498	9	59	9	3,043	.52
St. Catharines.....	4,256	753	9	174	33	5,225	.89
St. Thomas.....	2,525	263	2	119	30	2,939	.50
Sarnia.....	3,148	325	4	113	21	3,611	.61
Sault Ste. Marie.....	2,519	415	4	134	23	3,095	.53
Stratford.....	2,366	298	10	128	35	2,837	.48
Sudbury.....	2,846	467	5	63	20	3,401	.58
Toronto.....	108,472	15,524	226	3,355	1,414	128,991	21.92
Welland.....	1,860	249	9	84	23	2,225	.38
Windsor.....	9,633	1,531	21	379	85	11,649	1.98
Woodstock.....	1,733	210	9	62	15	2,029	.34
Total Cities.....	230,640	33,380	556	8,349	2,614	275,539	46.84
Total Ontario.....	489,610	67,590	2,370	24,232	4,506	588,308	100.00

REPORT OF FINANCIAL RESPONSIBILITY DIVISION 1935

The compilation of driving records is probably the least known of all the activities of the Motor Vehicles Branch. Drivers, called to account for records showing numerous reports of accidents, reports of convictions, complaints, and other items of operating history, have expressed amazement at the fact that an individual history of each driver was maintained. Such records are, however, essential to any method of driver control and to the advancement of public safety. And since such are the objects of both the drivers' licensing law and the financial responsibility provisions of the Highway Traffic Act, the operating record files are among the most important records of the Department. At the end of 1935 these files, which had been operative since September 1st, 1930, contained records of over 175,000 Ontario drivers against whom in the intervening period of time had been recorded some conviction, accident or complaint.

Of these 175,000 drivers, over 17,485 had been suspended under the provisions of the Financial Responsibility sections of the Highway Traffic Act. The number of suspensions during 1935 totalled 3,547 while during this same year 2,311 drivers were permitted to revive their driving privileges, having complied with the requirements of the law. In addition to the Financial Responsibility suspensions, 1,045 others, imposed by Magistrates, or for offences not mentioned in Part XIII of the Act were made effective by the Department.

While the Act provides three methods for the filing of proof of financial responsibility, in actual practice only one method is used, that is the filing of a certificate of insurance. 1902 suspensions were relieved by the filing of such certificates, 612 of which were founded on policies issued prior to the date of suspension and 1,290 were filed on policies taken out in order to comply with the requirements of the Act. The following tables show the number of Financial Responsibility and other suspensions put into effect during the year 1935 and during the period September 1st, 1930, to December 31st, 1935, and also the number of financial responsibility suspensions relieved during the same periods.

FINANCIAL RESPONSIBILITY SUSPENSIONS

Cause	1935	Total
Reckless driving.....	1,546	5,839
Speeding.....	64	185
Racing.....	.....	9
No driver's license.....	231	4,132
Criminal negligence.....	25	165
Other offences.....	100	434
Unsatisfied judgments.....	73	323
Policy Cancellations.....	821	3,175
Fail to remain at accident.....	155	862
Driving while intoxicated.....	532	2,361
Totals.....	3,547	17,485

FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED

Cause	1935	Total
Reckless driving.....	950	3,640
Speeding.....	42	134
Racing.....	.....	9
No driver's license.....	99	3,926
Criminal negligence.....	18	75
Other offences.....	35	110
Policy cancellations.....	496	2,045
Unsatisfied judgments.....	20	84
Fail to remain at accident.....	103	561
Driving while intoxicated.....	183	907
Expiry (not classified).....	365	474
Totals.....	2,311	11,965

NON-FINANCIAL RESPONSIBILITY SUSPENSIONS

Cause	1935	Total
Reckless driving.....	701	3,337
Speeding.....	71	193
Racing.....	.....	4
No driver's license.....	7	11
Criminal negligence.....	1	4
Other offences.....	232	389
Unsatisfied judgments.....	17	31
Fail to remain at accident.....	5	16
Driving while intoxicated.....	11	59
Totals.....	1,045	4,044

REPORT OF ACCIDENT DIVISION

In the following pages there is presented the fifth annual report of the Accident Division which is submitted under the provisions of Section 90 of the Ontario Highway Traffic Act. In addition to the data covering the experience for 1935, comparative figures are shown for the previous four, and, in some cases, five years, and it is believed this additional background of statistical facts will permit a study of the general trends and also, by showing average conditions, give a better understanding of the accident situation in Ontario.

Some of the interesting features divulged by a study of the 1935 statistics are set out below. (Corresponding data for 1934 are shown in parentheses):

Number of accidents reported.....	10,648 (9,645)
Number of fatal accidents reported.....	501 (476)
Number of personal injury accidents reported.....	7,365 (6,763)
Number of property damage only accidents reported.....	2,782 (2,406)
Number of persons fatally injured.....	560 (512)
Number of persons non-fatally injured.....	9,839 (8,990)
Amount of property damage reported.....	\$1,085,084 (\$942,722)
One person fatally injured every 16 (17) hours.	
One person non-fatally injured every 53 (58) minutes.	
Ratio of injured to killed, 18 (17) to 1.	
Ratio of adults to children (under 15 years) killed.....	.6 (4) to 1.
Ratio of adults to children injured.....	.3 (3) to 1.
Ratio of males to females fatally injured.....	.3 (3) to 1.
Deaths per 10,000,000 gallons of gasoline consumed.....	22.8 (21.9).
Deaths per 10,000 vehicles registered.....	9.5 (9.1).
Deaths per 100,000 (estimated) population.....	15.6 (14.4).
Ratio of male to female drivers in accidents.....	14 (15) to 1.
Ratio of male to female drivers in fatal accidents.....	23 (16) to 1.
Ratio of vehicles registered to vehicles in reported accidents.....	.38 (40) to 1.
Ratio of drivers registered to (Ontario) drivers in reported accidents.....	.49 (51) to 1.

Of the fatal and personal injury accidents reported 66.8 (66.6) per cent. occurred in the seven counties: York, Wentworth, Middlesex, Essex, Carleton, Welland, and Lincoln.

As in previous years, the peak hour for motor vehicle accidents was between 5 and 6 p.m.

The largest number of accidents for any month was recorded in August. Saturday was the peak day.

The average property damage loss per reported accident was \$102.00 (\$98.00). The corresponding rate per city accident was \$56.00 (\$52.00); and for accidents on the King's Highways, \$181.00 (\$172.00).

During 1935, widespread efforts were carried on to make people aware of the motor vehicle accident situation and to educate them to safe and proper behaviour on the highway, in continuation of a safety publicity programme begun in 1927 and conducted each year since that time. Advertisements appeared in all important daily and weekly newspapers and magazines published in the Province, and wide use was made of bill-board displays on main highways. About 25,000 accident bulletins were distributed to the newspapers, traffic officials, police, magistrates and other interested individuals and organizations throughout the Province.

Educational efforts directed to younger children included the distribution of 50,000 'Safety and Danger' Games; and a half-hour radio programme which was broadcast four days a week over a five-month period.

The Department was also able to be of assistance to teachers, school-boards and community groups seeking information or ideas of assistance in promoting and organizing various safety projects. In establishing working relationship with groups of this kind we believe there are splendid opportunities for furthering the cause of safety, since the members frequently have considerable influence in their respective communities and any co-operation the Motor Vehicles Branch may extend by supplying speakers or publicity material can produce lasting results. The co-ordinated efforts of such safety-minded groups throughout the Province will play an important part in supporting the continued and increased application of safe standards in the design and construction of vehicles and highways; in the methods or examination and qualifications required of drivers; high safety standards in the preventive activities of the police, and in the administration of the traffic laws and regulations by our courts. Equally important is the work of such organizations in causing our citizens to recognize their individual responsibility to be safe and to safeguard others.

NATURE OF ACCIDENTS REPORTED—

(See Appendix, Table No. 1):

Accidents (involving personal injury or property damage in excess of \$50.00) reported during 1935 totalled 10,648 as compared with 9,645 for the previous year—representing a percentage advance of 10.4. 'Fatal' accidents (501) increased by 5.25 per cent.; 'personal injury' accidents (7,365) advanced 8.9 per cent.; and 'property damage only' accidents (2,782) showed a percentage gain of 15.6.

'Fatal' accidents made up 4.7 per cent. of the total reported, while 'personal injury' and 'property damage only' mishaps comprised 69.2 per cent. and 26.1 per cent., respectively.

The combined experience for five years (1931 to 1935) showed 47,339 accidents to have been reported, of which 2,335 (4.9%) were 'fatal' accidents; 32,466 (68.6%) were 'personal injury' accidents; and the remaining 12,538 (26.5%) involved property damage, in excess of \$50.00, only.

ACCIDENTS CLASSIFIED BY TYPE OF COLLISION — (See Appendix, Table No. 2a):

Of the 10,648 accidents reported during the year, 4,115 (38.6%) involved collisions between motor vehicles, and 3,195 (30.0%) were of the 'collision with pedestrian' type. An additional 23.7 per cent. of the mishaps was comprised of 'collision with bicycle' accidents, 1,028 (9.7% of total); 'collisions with fixed object', 876 (8.2%); 'non-collision' accidents, 612 (5.8%).

As compared with an increase of 10.4 per cent. in the number of 'all' accidents reported, the 'collision with other motor vehicle' type increased by 9.2 per cent.; the 'collision with pedestrian' type advanced 6.7 per cent.; and the number of collisions with fixed objects showed a percentage gain of 24.1. The greatest increase was in the number of accidents involving collisions between motor vehicles and bicycles which was 24.9 per cent. above the corresponding total for 1934 and 63 per cent. above the average total for the four years, 1931 to 1934.

An examination of the reports of 47,339 accidents covering a five-year period showed that the greatest share (39.1%) involved collisions between motor vehicles; followed by: 'collisions with pedestrians', 31.1 per cent.; collisions with bicycle', 7.5 per cent.; 'collisions with fixed object', 7.0 per cent.; and 'non-collision' accidents, 6.8 per cent. During 1935, collisions with bicycles and collisions with fixed objects were the only types of accident which showed a greater rate of frequency than was indicated by the average five-year experience. These two types increased in number in each year from 1931 to 1935.

FATAL ACCIDENTS CLASSIFIED BY TYPE OF COLLISION (See Appendix, Table No. 2b)

As compared with the increase of 5.25 per cent. in the number of fatal accidents, the 'collision with railroad train' type advanced from 26 fatal mishaps in 1934 to 33 in 1935; and fatal accidents resulting from collisions with fixed objects and with bicycles increased by 34.0 and 12.9 per cent., respectively. Fatal accidents involving pedestrians increased from 211 in 1934 to 224 in 1935; but accidents of this nature resulting from collisions between motor vehicles decreased from 76 in 1934 to 65 in 1935.

While, as pointed out in the previous Section, 31.1 per cent. of the accidents during a five-year period involved collisions with pedestrians, a study of fatal accidents during that time showed 46.4 per cent. to be of this type of collision. On the other hand, the 'collision with other motor vehicle' type which accounted for 39.1 per cent. of 'all' accidents, made up only 13.6 per cent. of the 2,335 fatal accidents during the five years. The 'non-collision' (running off roadway, overturning, etc.) type of accident made up 12.5 per cent. of the fatal cases, followed by collisions with fixed objects and with bicycles with 8.6 and 5.9 per cent., respectively. The indisputable seriousness of 'motor vehicle—railroad train' collisions is indicated by the fact that this type of accident, which made up 1.2 per cent. of 'all' accidents, resulted in 6.9 per cent. of the fatal mishaps during the five years.

URBAN ACCIDENTS CLASSIFIED BY TYPE OF COLLISION (See Appendix, Table No. 3a)

Accidents on 'urban' (city, town and village) streets accounted for 6,510 (61.1%) of the 10,648 accidents reported during 1935. This total (6,510) was 12.4 per cent. more than the 'urban' total for 1934, hence slightly above the (10.4%) advance in 'all' accidents noted during 1935.

As compared with this 12.4 per cent. increase in all 'urban' accidents, 'collision with bicycle' mishaps advanced (from 1934) by 29.0 per cent; the 'collision with fixed object' type increased by 26.4 per cent.; and collisions with other motor vehicles and with pedestrians showed gains of 12.9 and 5.9 per cent., respectively.

The combined experience, covering four years, showed that of 23,091 urban accidents, 91.09 per cent. were included under the four following classifications: 'collision with pedestrian', 42.34 per cent.; 'collision with other motor vehicle', 33.00 per cent.; 'collision with bicycle', 11.23 per cent.; and 'collision with fixed object', 4.52 per cent.

URBAN FATAL ACCIDENTS CLASSIFIED BY TYPE OF COLLISION

(See Appendix, Table No. 3b):

Fatal accidents on 'urban' streets during 1935 totalled 194 or 38.7 per cent. of the 501 reported in Ontario. There was no change in this item from the corresponding total for 1934, but urban fatal accidents involving 'collision with railroad train', increased from 7 in 1934 to 12 in 1935; 'collision with fixed object' advanced from 8 to 14; and the 'collision with bicycle' type (17) was 2 above the total for the previous year. The latter two totals were higher than in any other year for which records are available.

During the four years (1932-1935), there were 731 fatal accidents on 'urban' streets or 40.4 per cent. of all fatal mishaps reported. Of these 731 cases, 477 or 65.2 per cent. were of the 'collision with pedestrian' type, 53 (7.3%) involved collisions between motor vehicles; and the same number (53) resulted from collisions between motor vehicles and bicycles.

Over 57 per cent. (57.4%) of all fatal accidents involving collisions with pedestrians, and 44.5 per cent. of the 'collision with bicycle' type occurred on the 'urban' streets while only 21.1 per cent. of the fatal 'motor vehicle vs motor vehicle' mishaps took place at such location.

RURAL ACCIDENTS CLASSIFIED BY TYPE OF COLLISION

(See Appendix, Table No. 4a)

As compared with the advance of 10.4 per cent. in the number of 'all' accidents reported during 1935, 'rural' (King's highway, county road and township road) accidents (totalling 4,138 or 38.9% of total) increased by 7.4 per cent.

The 'collision with fixed object' type of mishap totalled 546 and showed the greatest rate of increase (22.7%) from 1934; followed by the 'collision with pedestrian' class of accident with an advance of 11.1 per cent.

A study of the four-year (1932-1935) experience, covering 15,007 accidents (39.4% of 'all' accidents) showed the largest share (47.1%) classified as collisions between motor vehicles. 'Non-collision' accidents accounted for 3,328 or 15.5 per cent. of the total; and collisions with fixed objects and with pedestrians 11.9 per cent. and 12.9 per cent., respectively.

RURAL FATAL ACCIDENTS CLASSIFIED BY TYPE OF COLLISION

(See Appendix, Table No. 4b)

Fatal accidents on the 'rural' (King's highway, county and township) roads during 1935 numbered 307 or 61.3 per cent. of the Ontario total—representing an increase of 8.9 per cent. from the corresponding figure for 1934.

As compared with the 8.9 per cent. advance, the 'collision with pedestrian' type resulted in 26 (31.7%) more fatal accidents than in 1934 and the 'collision with fixed object' type increased by 25.6 per cent.

The greater seriousness of 'rural' accidents is indicated by the fact that while 39.4 per cent. of 'all' accidents during the four years were of this class, they accounted for 59.6 per cent. of the fatal mishaps. Rural accidents of the 'collision with pedestrian' type made up 16.5 per cent. of all mishaps of this class reported but 42.6 per cent. of the fatal pedestrian accidents.

Rural accidents involving collisions between motor vehicles made up 48.1 per cent. of 'all' accidents but 78.9 per cent. of the fatal mishaps of this type happened on the rural roads.

Of the 1,079 fatal 'rural' accidents which occurred in the four years, 354 (32.8%) involved collisions with pedestrians; 18.3 per cent. were 'collision with other motor vehicle' accidents; and 'non-collision' and 'collision with fixed object' accidents made up 18.2 and 12.1 per cent. of the total.

ALL ACCIDENTS DETAILED ACCORDING TO LOCATION (See Appendix, Table No. 5a)

More than half (55.3%) of the 10,648 accidents reported during 1935 took place in the incorporated cities of the Province; and 24.3 per cent. occurred on the King's highways (main Government highways in South Ontario). Ten per cent. of the accidents happened on 'county roads'—which include the main roads of Northern Ontario.

As compared with the 10.4 per cent. advance in all mishaps reported, 'county road' accidents increased by 17.9 per cent.; and 'city' accidents showed a gain of 13.4 per cent. from the corresponding total for 1934.

Over the four-year (1932-1935) period, 38,098 accidents were reported and of these 20,856 (54.7%) occurred in cities; 9,857 (25.9%) took place on the 'King's highways'; and 3,377 or 8.9 per cent. were 'county road' accidents.

FATAL ACCIDENTS DETAILED ACCORDING TO LOCATION

(See Appendix, Table No. 5b)

Of the 501 fatal accidents reported during the year, 170 (33.9%) occurred on the 'King's highways'; 144 (28.7%) took place in cities; and 99 (19.8%) on the 'county roads'.

Four-year experience showed that 32.9 per cent. of the 1,810 fatal accidents happened on the 'King's highways'; 29.4 per cent. in the cities; and 337 (18.6%) on the 'county roads'.

The greater seriousness of rural accidents is indicated by the following 'fatal rates' (number of fatal accidents per hundred accidents reported) for various locations: King's highways, 6.0; county roads, 10.0; cities, 2.5.

ROAD LOCATION AT WHICH ACCIDENTS OCCURRED—(See Appendix, Table No. 6a):

Of the 10,648 accidents during 1935, more than a third (34.16%) took place at street intersections; 25.4 per cent. occurred between street intersections; 21.77 per cent. happened on the rural 'straight road'; and 6.19 per cent. on curves.

Accidents at street intersections showed the greatest (16.1%) advance during the year.

ROAD LOCATION AT WHICH FATAL ACCIDENTS OCCURRED

(See Appendix, Table No. 6b)

The locations of almost 80 per cent. of the 501 fatal accidents were classified under four headings: rural straight road, 182 (36.3%); between street intersections, 100 (20.0%); at street intersections, 76 (15.2%); on curve, 42 (8.4%).

While most (33.22%) of the 47,339 accidents during the five years took place at street intersections only 15.2 per cent. of the fatal mishaps occurred at this location; while 'between intersection' accidents accounted for 25.43 per cent. of all accidents but 20.7 per cent. of the fatal cases.

Accidents on the rural straight road made up 22.55 per cent. of all accidents and 34.8 per cent. of fatal accidents.

Of 451 accidents at unguarded railroad crossings, 122 resulted in one or more deaths.

ALL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITIONS PREVAILING

(See Appendix, Table No. 7a):

Most (55.2%) of the motor vehicle accidents during 1935 occurred during daylight. Night accidents made up 40.5 per cent. of the total (10,648) reported, and those during dusk or dawn comprised 4.3 per cent.

The five-year study showed the following distribution of accidents: daylight, 56.2 per cent.; dark, 38.0 per cent.; dusk, 5.8 per cent.

FATAL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITIONS PREVAILING

(See Appendix, Table No. 7b):

Most (52.9%) of the fatal accidents in 1935 happened during dark (48.3%) or dusk (4.6%). Daylight accidents made up 47.1 per cent. of the total.

Despite the increase in all fatal accidents amounting to 5.25 per cent., daylight mishaps of this nature decreased from 247 in 1934 to 236 in 1935. The number of fatal accidents during darkness (242) was the highest on record and 22.8 per cent. above the corresponding figure for last year.

Of every 100 accidents reported during the five years, 4.9 were fatal. The corresponding percentages under various conditions of light were as follows: Daylight, 4.5; dusk, 5.9; dark, 5.4.

In considering these data it should be remembered that as the volume of traffic during dusk or darkness is considerably less than in daylight, the foregoing rates therefore do not give a complete picture of the increased hazard of night driving.

ALL ACCIDENTS BY HOUR OF OCCURRENCE—

(See Appendix, Table No. 8a):

As in each of the previous four years, accidents during 1935 reached their peak between 5 and 6 p.m.

The greatest advance in accidents over 1934 was between the hours 8 a.m. to 5 p.m. with a percentage increase of 14.0 as compared with an increase of 10.4 per cent. for all accidents.

The five-year study showed 44.5 per cent. of the accidents to have occurred during the six hours, 4 to 10 p.m., and 28.2 per cent. in the six-hour period, 10 a.m. to 4 p.m.

FATAL ACCIDENTS BY HOUR OF OCCURRENCE—

(See Appendix, Table No. 8b):

The peak hour for fatal accidents during 1935 was between 8 and 9 p.m. although the hours 6 to 7 and 7 to 8 each showed a higher total of fatal accidents than 5 to 6 p.m., the peak hour for all accidents.

The greatest increase in any hour group was between 11 p.m. and 4 a.m. with an advance of 26.0 per cent. as compared with an advance of 5.25 per cent. in all fatal accidents reported.

Of the 2,335 fatal mishaps which occurred during the five years, 1931 to 1935, 45.8 per cent. happened between 4 and 10 p.m. and 24.8 per cent. during the six hours 10 a.m. to 4 p.m.

ALL ACCIDENTS BY DAY OF OCCURRENCE—

(See Appendix, Table No. 9a):

More motor vehicle accidents occurred during 1935 on Saturdays than on any other day of the week. The total on this day made up 20.4 per cent. of all (10,648) mishaps reported. Friday, Monday and Sunday followed with 15.1, 13.4, and 12.7 per cent. of the total, respectively. The five-year study also showed the peak days for accidents in this order. More than 61 per cent. of the total accidents happened during the 4-day period, Friday to Monday.

FATAL ACCIDENTS BY DAY OF THE WEEK—

(See Appendix, Table No. 9b):

Fatal accidents on Sunday made up a larger (17.0%) share of the total than in any other year for which data are available. More than a fifth (20.3%) of the fatal mishaps happened on Saturday.

The combined five-year experience also showed Saturday to be the peak day for fatal accidents with Sunday second in order of number. The 'fatal accident' rate, however, was higher on Sunday than on any other day.

SEX OF DRIVERS INVOLVED IN ALL ACCIDENTS—

(See Appendix, Table No. 10a):

The number of drivers (15,111) involved in reported accidents during 1935 was 10.0 per cent. above the corresponding total for the previous year. Male operators, who made up 93.3 per cent. of the total, advanced in number by 9.5 per cent.; females by 18.2 per cent.

Of 67,375 drivers in accidents during the five-year period, 63,032 or 93.5% were male. In the absence of several important factors, however, this ratio cannot be taken to measure the relative driving dependability of the two sexes.

SEX OF DRIVERS INVOLVED IN FATAL ACCIDENTS—

(See Appendix, Table No. 10b):

In contrast to the increase in the number of female operators in all accidents, and despite the increase in the number of drivers in fatal mishaps, the number of female drivers in fatal accidents was less than in any of the previous four years. Of the 579 operators in fatal accidents 95.9 per cent. were males.

Of every 100 drivers in accidents during the five years, 4 were in fatal accidents. The corresponding 'fatal rate' for male operators was 4.1, and for females, 3.2.

DRIVERS IN ALL ACCIDENTS, DETAILED BY AGE GROUP (See Appendix, Table No. 11a)

Over 90 per cent. (90.9%) of the drivers in accidents during 1935 were between 18 and 54 years of age. Drivers between 25 and 40 years accounted for 45.5 per cent. of the total, while drivers between 18 and 24 years and 41 to 54 years comprised 23.3 and 22.1 per cent., respectively.

The five-year study showed virtually the same distribution—45.1 per cent. in age class 25 to 40 years; 23.7 per cent. between 18 and 24 years; and 21.8 per cent. were in age group 41 to 54 years.

DRIVERS IN FATAL ACCIDENTS, DETAILED BY AGE GROUP

(See Appendix, Table No. 11b):

Of the 2,709 drivers involved in fatal accidents during 1935, the largest number, 237 (42.5%) were in the age group '25 to 40 years'; 25.6 per cent. were between 18 and 24 years; and 22.4 per cent. were between 41 and 54 years of age.

During the five-year period, of every 100 operators in accidents, 4 were in fatal accidents. The corresponding 'fatal rates' by age groups were as follows:

Under 18 years.....	3.8
18 — 24 ".....	4.8
25 — 40 ".....	4.1
41 — 54 ".....	4.2
55 — 64 ".....	4.7
65 years and over.....	5.7

The highest fatal accident experience was in the age group 65 years and over with a rate 42.5 per cent. above average; and drivers in the age group 18-24 years showed the next worse fatal accident experience with a rate 20.0 per cent. above the average for all drivers.

OPERATING EXPERIENCE OF DRIVERS IN ALL ACCIDENTS

(See Appendix, Table No. 12a):

Four-fifths (80.2%) of the drivers in accidents during 1935 claimed a driving experience of five years or more; and an additional 17.2 per cent. had from one to four year's experience behind the wheel.

A study of 67,379 cases showed 3.0 per cent. of the drivers in accidents to have had less than one year's experience.

OPERATING EXPERIENCE OF DRIVERS IN FATAL ACCIDENTS

(See Appendix, Table No. 12b):

Drivers of 5 or more years experience made up 81.7 per cent. of the drivers in fatal accidents during 1935; and those of from one to four years experience comprised 16.0 per cent. of the total.

The 'fatal accident rate' (number of drivers in fatal accidents per hundred in all accidents) in various 'experience groups', as shown by the five-year study, is shown below:

Less than 3 months experience.....	4.6
3 to 6 ".....	2.7
6 to 12 ".....	4.8
1 to 4 years.....	3.8
5 years and over.....	3.8
All drivers.....	4.0

It will be noticed that the ratio of drivers, with less than three month's experience, in fatal accidents for every 100 in all accidents was 21.1 per cent. higher than the corresponding rate for drivers with 5 or more year's experience.

CONDITION OF DRIVERS INVOLVED IN ACCIDENTS—(See Appendix, Table No. 13a):

The condition of 1.1 per cent. of the drivers involved in accidents during 1935 was stated as intoxicated; 0.3 per cent. were suffering from some physical defect; 1.0 per cent. were operating while under extreme fatigue; and 97.6 per cent. were classified as normal.

CONDITION OF DRIVERS INVOLVED IN FATAL ACCIDENTS

(See Appendix, Table No. 13b):

The number of intoxicated drivers in fatal accidents (8) during 1935 was lower than in any of the previous four years. During the five-year period 1.1 per cent. of the operators in all accidents and 2.2 per cent. of those in fatal mishaps were classified as intoxicated.

TYPES OF VEHICLES INVOLVED IN ACCIDENTS—(See Appendix, Table No. 14a):

Vehicles involved in accidents during 1935 totalled 15,645 or 10.1 per cent. above the total for 1934. Passenger cars which made up 80.0 per cent. of the total advanced by 11.3 per cent.; and commercial vehicles showed a percentage increase of 8.2. During 1935, 83.2 per cent. of motor vehicles registered were passenger cars.

Of 70,010 vehicles in accidents in the five years, 80.1% were passenger cars, 15.4 per cent. were classified as commercial vehicles.

TYPES OF VEHICLES INVOLVED IN FATAL ACCIDENTS—(See Appendix, Table No. 14b):

Six hundred and seven (607) vehicles were in fatal accidents during the year as compared with 587 in 1934. As compared with this 3.4 per cent. advance, the number of passenger cars (464) in fatal mishaps increased by 12.6 per cent.; and commercial vehicles (118) showed a decrease of 21.3 per cent. from the corresponding total for 1934.

Of 2,843 vehicles in fatal accidents during the five-year period, 2,114 (75.1%) were passenger cars, and 572 (20.3%) were classified as commercial vehicles.

NUMBER OF PERSONS FATALLY INJURED—(See Appendix, Table No. 15a):

Five hundred and sixty (560) persons suffered fatal injuries in the 501 fatal accidents reported during 1935, as compared with 512 deaths during the previous year.

Fatalities from motor vehicle accidents in the incorporated cities, towns and villages totalled 204 as compared with 205 in 1934; while deaths from rural (King's highways, county and township road) accidents increased from 307 in 1934 to 356 in 1935.

The fatalities, by more specific locations, were distributed as follows:

Location	No. of Deaths			
	1934		1935	
	No.	%	No.	%
Cities.....	157	30.7	149	26.6
Towns.....	41	8.0	43	7.7
Villages.....	7	1.4	12	2.1
King's Highways.....	159	31.0	195	34.8
County Roads.....	97	18.9	108	19.3
Township Roads.....	51	10.0	53	9.5
Total.....	512	100.0	560	100.0

As compared with an increase from 1934 of 9.4 per cent. in all fatalities; there was a decrease of 12.8 per cent. in the number of children (under 15 years) fatally injured. There was an increase of 6.6 per cent. in the number killed in the 'collision with pedestrian' type of accident but a decrease of 15.4 per cent. in the number of children fatally injured in such accidents.

'Multiple-death' accidents (in which two or more persons were fatally injured) accounted for 8.0 per cent. of the fatal accidents and 17.7 per cent. of the fatal injuries. There were 461 accidents in which 1 person was fatally injured in each case; 29 accidents in which 2 persons were killed; 9 accidents each of which resulted in 3 deaths; 1 mishap which claimed 4 lives; and a 'collision with railroad train' accident in Thunder Bay District which resulted in 10 deaths.

In 1934 'Multiple-death' accidents made up 6.1 per cent. of the total and accounted for 12.7 per cent. of the deaths.

About 9 of every 10 deaths (88.6%) resulted from five types of accident: collision with pedestrian, 40.2 per cent.; collision with other motor vehicle, 14.5 per cent.; collision with fixed object, 12.3 per cent.; collision with railroad train, 11.1 per cent.; and non-collision accidents, 10.5 per cent.

The number and percentage distribution of the fatalities, according to various age groups, are shown below. The experience for 1935, 1934 and for the four-year period, 1932-1935, is presented to permit comparison:

Age Group	1935		No. of Deaths 1934		4-year period	
	No.	%	No.	%	No.	%
0—4 years.....	30	5.3	25	4.9	115	5.8
5—14 ".....	52	9.3	69	13.5	235	11.9
15—35 ".....	179	32.0	162	31.6	636	32.2
36—54 ".....	151	27.0	117	22.9	444	22.5
55—64 ".....	72	12.8	59	11.5	228	11.5
65 years and over.....	76	13.6	80	15.6	319	16.1
Total.....	560	100.0	512	100.0	1977	100.0

The 'collision with pedestrian' type of accident, which in the four years accounted for 42.3 per cent. of the fatalities was responsible for most of the fatal injuries to children. In the age group 0-4 years 98 (85.3%) of the 115 deaths resulted from this type of mishap. The corresponding percentages for other age groups were as follows: 5 to 14 years, 76.2 per cent.; 15 to 35 years, 15.9 per cent.; 36 to 54 years, 32.2 per cent.; 55 to 64 years, 45.2 per cent.; 65 years and over, 66.5 per cent. It will be noticed that the pedestrian class of mishap accounted for a larger share of the deaths among the young and the aged than was the case in the 'between age' groups.

On the other hand, persons in the age groups '15 to 35 years' (which group accounted for 32.2 per cent. of the total fatalities) made up 42.0 per cent. of the deaths arising from collisions between motor vehicles, 48.9 per cent. of the deaths resulting from collisions with fixed objects, and 50.2 of the fatalities resulting from non-collision accidents. In other words, this group accounted for a larger than average share of the deaths from accidents which, in the majority of cases, result from driving at high speeds.

NUMBER OF PERSONS NON-FATALLY INJURED—(See Appendix, Table No. 15b):

Nine thousand eight hundred and thirty-nine (9,839) persons suffered non-fatal injuries in motor vehicle accidents in Ontario during 1935 as compared with 8,990 for the previous year—representing a percentage increase of 9.4.

The number and percentage distribution of the injured, by location, is shown below:

Location	No. of Persons Injured			
	1934		1935	
	No.	%	No.	%
Cities.....	4654	51.7	5102	51.8
Towns.....	474	5.3	461	4.7
Villages.....	82	.9	138	1.4
King's Highways.....	2380	26.5	2562	26.0
County Roads.....	951	10.6	1087	11.1
Township Roads.....	449	5.0	489	5.0
Total.....	8990	100.0	9839	100.0

The number and percentage distribution of the injured by age group is shown in the following table:

Age Group	Non-fatal Injuries					
	1935		1934		4-year Total	
	No.	%	No.	%	No.	%
0—4 years.....	501	5.5	437	5.3	1809	5.7
5—14 “.....	1594	17.4	1480	18.0	5873	18.4
15—35 “.....	3806	41.6	3414	41.4	13066	41.0
36—54 “.....	2145	23.4	1891	23.0	7284	22.9
55—64 “.....	633	6.9	566	6.9	2160	6.8
65 years and over.....	481	5.2	448	5.4	1662	5.2
Not stated.....	679	....	754	....	3083	....
Total.....	9839	100.0	8990	100.0	34937	100.0

It will be noticed that the share of total injuries to children during 1935 was less than the corresponding percentage for the four-year period.

Collision with bicycle and collision with fixed object accidents showed the greatest increase in injuries during 1935, although ‘collision with other motor vehicle’ and collision with pedestrian accidents together accounted for more than two-thirds (67.2%) of the total reported.

The four-year experience showed that 32.0 per cent. of the injuries resulted from collisions between motor vehicles and pedestrians, while 80.6 per cent. of the injuries to children between 0 and 4 years, and 71.2 per cent. of the injuries in the age group 5 to 14 years resulted from mishaps of this type. Of the persons in the age group 15 to 35 years (which group made up 41.0% of the total) only 14.2 per cent. of the injuries resulted from pedestrian accidents and 40.9 per cent. were the result of collisions between motor vehicles.

CLASSIFICATION OF PERSONS FATALLY INJURED—(See Appendix, Table No. 16a):

Out of 560 persons killed during the year, 227 (40.5%) were pedestrians; 175 (31.3%) were motor vehicle passengers; and 102 (18.2%) were drivers. The number of bicyclists killed (36) was higher than in any previous year on record.

The classification of the 560 persons killed, by various locations, is shown below:

Location	Drivers	Passengers	Pedestrians	Bicyclists	All Others	Total
Cities.....	12	26	92	12	7	149
Towns.....	7	11	18	5	2	43
Villages.....	3	2	7	..	..	12
King's Highways.....	47	72	58	13	5	195
County Roads.....	24	32	41	5	6	108
Township Roads.....	9	32	11	1	..	53
Total.....	102	175	227	36	20	560

From the above table it will be seen that 92 or 61.7 per cent. of the persons killed on city streets were pedestrians, 17.4 per cent. were passengers in motor vehicles, and 12 (8.0%) were bicyclists, and an equal share were drivers of motor vehicles. On the King's Highways, a smaller proportion (29.7%) were pedestrians, whereas passengers and drivers made up 36.9 per cent. and 24.1 per cent. of the total, respectively. It will be noticed that there were 13 bicyclists killed on the King's Highways as compared with 12 in ‘all cities’.

CLASSIFICATION OF PERSONS NON-FATALLY INJURED (See Appendix, Table No. 16b)

Of the 9,839 persons injured during the year, 35.5 per cent. were passengers, 32.3 per cent. were pedestrians and 1,021 (10.4%) were bicyclists. The latter total was higher than for any previous year on record and 24.2 per cent. above the corresponding total for 1934.

The classification of victims non-fatally injured, according to the various locations, is shown in the following table:

Location	Drivers	Passengers	Pedestrians	Bicyclists	All Others	Total
Cities.....	527	1018	2516	836	205	5102
Towns.....	82	187	142	36	14	461
Villages.....	23	65	29	13	8	138
King's Highways.....	753	1440	224	55	90	2562
County Roads.....	300	602	123	36	26	1087
Township Roads.....	97	180	145	45	22	489
Total.....	1782	3492	3179	1021	365	9839

Of the total injured, 3,179 or 32.3 per cent. were pedestrians, whereas 49.3 per cent. of those injured in city accidents were so classified.

The more serious results from higher speeds, is indicated by the large share of drivers and passengers injured in rural accidents. It will be seen that King's Highway accidents accounted for 42.3 per cent. of the injuries to drivers and 41.2 per cent. of the injuries to passengers but only 26.0 per cent. of all the injuries reported resulted from accidents on such roads.

CLASSIFICATION OF PERSONS FATALLY INJURED

IN URBAN AND RURAL ACCIDENTS—See Appendix, Tables Nos. 16c and 16d :

As compared with the 9.4 per cent. advance in all fatalities during 1935, fatal injuries from urban accidents decreased by one (205 in 1934 and 204 in 1935). Rural fatalities (356) were 49 or 16.0 per cent. above the corresponding total for 1934.

The increase in the number of passengers fatally injured, in both urban and rural accidents, will be observed. (See appendix.)

In considering the four-year (1932-1935) experience it was found that of the 1,977 deaths, 766 (38.7%) resulted from urban (city, town and village) accidents and 1,211 or 61.3 per cent. from accidents on the King's Highways, county roads and township roads.

Pedestrians made up 63.8 per cent. of the persons fatally injured on urban streets, and 29.6 per cent. of the rural total.

Drivers and passengers comprised 11.9 per cent. and 14.4 per cent. of the urban total, and 23.5 per cent. and 37.2 per cent. of the fatalities resulting from rural mishaps.

CLASSIFICATION OF PERSONS NON-FATALLY INJURED

IN URBAN AND RURAL ACCIDENTS—(See Appendix, Tables Nos. 16e and 16f) :

The number of persons injured in urban mishaps (5,701) increased by 9.4 per cent., while those resulting from rural mishaps were 9.2 per cent. above the corresponding total for 1934.

Of 34,937 non-fatal injuries reported during the four-year period, 20,096 (57.5%) resulted from urban (city, town and village) accidents. Almost half (48.7%) of those injured in such mishaps were pedestrians, 22.9 per cent. were passengers in motor vehicles, and 12.9 per cent. were bicyclists. The analysis of the results of rural accidents showed a very different distribution. More than half (53.6%) of those injured in such mishaps were passengers, 27.5 per cent. were drivers, 11.8 per cent. were pedestrians, and 3.2 per cent. were bicyclists.

NUMBER OF DEATHS PER HUNDRED PERSONS NON-FATALLY INJURED

(See Appendix, Table No. 16g) :

This table has been prepared to show the relative hazard of rural and urban accidents.

In considering the experience for the past four years (1932 to 1935) it was found that there were 5.7 deaths for every 100 non-fatal injuries reported in Ontario. In urban accidents the rate was 3.8—or 50.0 per cent. below the average rate, whereas the rate for rural accidents (8.2) was 44.0 per cent. above the average.

The fatal rate in city accidents was 3 per hundred non-fatal injuries as compared with a rate of 6.9 in King's Highway mishaps. There were more than 23 pedestrians killed for every 100 non-fatally injured in King's Highways mishaps while the corresponding rate for city accidents was 4 deaths per hundred injured. The greater severity of rural accidents was indicated by all classifications (See appendix).

MOTOR VEHICLE ACCIDENT STATISTICS

APPENDIX

NATURE OF ACCIDENTS REPORTED

Table 1.

	1931	1932	1933	1934	1935	Total	Per Cent of Total
Fatal.....	525	461	372	476	501	2,335	4.9
Personal injury.....	6,191	6,182	5,965	6,763	7,365	32,466	68.6
Property damage only.....	2,525	2,528	2,297	2,406	2,782	12,538	26.5
Total.....	9,241	9,171	8,634	9,645	10,648	47,339	100.0

ALL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Table 2 (a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Collision with pedestrian.....	2,989	2,826	2,697	2,994	3,195	14,701	31.1
Collision with other automobile..	3,829	3,555	3,243	3,767	4,115	18,509	39.1
Collision with horse drawn vehicle	238	247	193	201	213	1,092	2.3
Collision with R.R. train.....	152	118	91	101	118	580	1.2
Collision with street car.....	218	229	176	175	202	1,000	2.1
Collision with other vehicles.....	10	18	9	14	11	62	.1
Collision with fixed object.....	455	596	653	706	876	3,286	7.0
Collision with bicycle.....	448	596	660	823	1,028	3,555	7.5
Collision with motorcycle.....	187	190	177	159	173	886	1.9
Non-collision accident.....	656	703	648	615	612	3,234	6.8
Miscellaneous.....	59	93	87	90	105	434	.9
Total.....	9,241	9,171	8,634	9,645	10,648	47,339	100.0

FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Table 2 (b).

	1931	1932	1933	1934	1935	Total	Per Cent of Total
Collision with pedestrian.....	252	226	170	211	224	1,083	46.4
Collision with other automobile..	67	60	50	76	65	318	13.6
Collision with horse drawn vehicle	11	7	7	6	9	40	1.7
Collision with R.R. train.....	43	35	25	26	33	162	6.9
Collision with street car.....	11	11	5	8	10	45	1.9
Collision with other vehicles.....	1	1	1	2	1	5	.2
Collision with fixed object.....	35	34	22	47	63	201	8.6
Collision with bicycle.....	18	28	25	31	35	137	5.9
Collision with motorcycle.....	10	9	5	7	7	38	1.6
Non-collision accident.....	73	44	59	61	54	291	12.5
Miscellaneous.....	5	6	3	1	.....	15	.7
Total.....	525	461	372	476	501	2,335	100.0

URBAN* ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Table 3 (a).

	1932	1933	1934	1935	Total	Per Cent of Total
Collision with pedestrian.....	2,362	2,255	2,506	2,653	9,776	42.34
Collision with other automobile..	1,910	1,743	1,863	2,104	7,620	33.00
Collision with horse drawn vehicle	102	71	75	94	342	1.48
Collision with R.R. train.....	57	46	45	57	205	.89
Collision with street car.....	206	161	165	185	717	3.10
Collision with other vehicles.....	1	2	1	2	6	.03
Collision with fixed object.....	220	232	261	330	1,043	4.52
Collision with bicycle.....	497	532	683	881	2,593	11.23
Collision with motorcycle.....	144	123	121	129	517	2.24
Non-collision accident.....	57	49	71	73	250	1.08
Miscellaneous.....	15	4	1	2	22	.09
Total.....	5,571	5,218	5,792	6,510	23,091	100.00

*'Urban' accidents include those which occurred on city, town or village streets.

URBAN FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Table 3(b).	1932	1933	1934	1935	Total	Per Cent of Total
Collision with pedestrian.....	137	95	129	116	477	65.2
Collision with other automobile..	12	10	16	15	53	7.3
Collision with horse drawn vehicle	1	1	.....	4	6	.8
Collision with R.R. train.....	10	11	7	12	40	5.5
Collision with street car.....	7	5	8	8	28	3.8
Collision with other vehicles.....	.....	.....	.....	.....	.....	.....
Collision with fixed object.....	5	8	8	14	35	4.8
Collision with bicycle.....	10	11	15	17	53	7.3
Collision with motorcycle.....	5	1	4	3	13	1.8
Non-collision accident.....	3	7	7	5	22	3.0
Miscellaneous.....	3	1	.....	.....	4	.5
Total.....	193	150	194	194	731	100.0

RURAL* ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Table 4(a).	1932	1933	1934	1935	Total	Per Cent of Total
Collision with pedestrian.....	464	442	488	542	1,936	12.9
Collision with other automobile..	1,645	1,500	1,904	2,011	7,060	47.1
Collision with horse drawn vehicle	145	122	126	119	512	3.4
Collision with R.R. train.....	61	45	56	61	223	1.5
Collision with street car.....	23	15	10	17	65	.4
Collision with other vehicles.....	17	7	13	9	46	.3
Collision with fixed object.....	376	421	445	546	1,788	11.9
Collision with bicycle.....	99	128	140	147	514	3.4
Collision with motorcycle.....	46	54	38	44	182	1.2
Non-collision accident.....	646	599	544	539	2,328	15.5
Miscellaneous.....	78	83	89	103	353	2.4
Total.....	3,600	3,416	3,853	4,138	15,007	100.0

*Accidents on the King's highways, county roads and township roads are classified as 'rural'.

RURAL FATAL ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

Table 4(b).	1932	1933	1934	1935	Total	Per Cent of Total
Collision with pedestrian.....	89	75	82	108	354	32.8
Collision with other automobile..	48	40	60	50	198	18.3
Collision with horse drawn vehicle	6	6	6	5	23	2.1
Collision with R.R. train.....	25	14	19	21	79	7.3
Collision with street car.....	4	.....	.....	2	6	.6
Collision with other vehicles.....	1	1	2	1	5	.5
Collision with fixed object.....	29	14	39	49	131	12.1
Collision with bicycle.....	18	14	16	18	66	6.1
Collision with motorcycle.....	4	4	3	4	15	1.4
Non-collision accident.....	41	52	54	49	196	18.2
Miscellaneous.....	3	2	1	.....	6	.6
Total.....	268	222	282	307	1,079	100.0

ALL ACCIDENTS DETAILED ACCORDING TO LOCATION

Table 5(a).	1932	1933	1934	1935	Total	Per Cent of Total
Cities.....	5,009	4,757	5,196	5,894	20,856	54.7
Towns.....	453	374	496	498	1,821	4.8
Villages.....	109	87	100	118	414	1.0
King's highways.....	2,447	2,318	2,512	2,580	9,857	25.9
County roads.....	748	655	906	1,068	3,377	8.9
Township roads.....	405	443	435	490	1,773	4.7
Total.....	9,171	8,634	9,645	10,648	38,098	100.0

FATAL ACCIDENTS DETAILED ACCORDING TO LOCATION

Table 5(b).	1932	1933	1934	1935	Total	Per Cent of Total
Cities.....	135	105	148	144	532	29.4
Towns.....	43	37	39	39	158	8.7
Villages.....	15	8	7	11	41	2.3
King's highways.....	150	126	149	170	595	32.9
County roads.....	86	61	91	99	337	18.6
Township roads.....	32	35	42	38	147	8.1
Total.....	461	372	476	501	1,810	100.0

ROAD LOCATION AT WHICH ACCIDENTS OCCURRED

Table 6(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Street intersection.....	3,085	3,017	2,856	3,133	3,638	15,729	33.22
Between street intersections.....	2,442	2,237	2,173	2,475	2,712	12,039	25.43
Rural intersection.....	358	350	369	346	385	1,808	3.82
Straight road.....	2,103	2,139	1,903	2,211	2,318	10,674	22.55
Private driveway.....	239	256	301	316	348	1,460	3.08
Curve.....	465	527	511	588	659	2,750	5.81
Hill.....	277	439	373	413	383	1,885	3.99
R.R. crossing (a) Man on duty or gates.....	11	7	5	9	12	44	.09
R.R. crossing (b) Automatic signal.....	31	27	18	20	20	116	.25
R.R. crossing (c) Unguarded.....	115	90	79	76	91	451	.95
Bridge.....	115	82	46	58	79	380	.80
On ferry or dock.....	.....	.....	.....	.....	3	3	.01
Total.....	9,241	9,171	8,634	9,645	10,648	47,339	100.00

ROAD LOCATION AT WHICH FATAL ACCIDENTS OCCURRED

Table 6(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Street intersection.....	67	72	58	81	76	354	15.2
Between street intersections.....	112	96	71	105	100	484	20.7
Rural intersection.....	29	23	17	19	19	107	4.6
Straight road.....	175	159	138	158	182	812	34.8
Private driveway.....	22	18	14	14	16	84	3.6
Curve.....	41	32	25	34	42	174	7.4
Hill.....	27	23	22	32	24	128	5.5
R.R. crossing (a) Man on duty or gates.....	1	3	2	2	2	10	.4
R.R. crossing (b) Automatic signal.....	7	11	5	1	7	31	1.3
R.R. crossing (c) Unguarded.....	35	21	18	23	25	122	5.2
Bridge.....	9	3	2	7	7	28	1.2
On ferry or dock.....	.....	.....	.....	.....	1	1	.1
Total.....	525	461	372	476	501	2,335	100.0

ALL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITIONS PREVAILING

Table 7(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Daylight.....	5,239	5,210	4,992	5,242	5,881	26,564	56.2
Dusk.....	799	569	489	452	454	2,763	5.8
Dark.....	3,181	3,378	3,143	3,941	4,309	17,952	38.0
Not stated.....	22	14	10	10	4	60	.....
Total.....	9,241	9,171	8,634	9,645	10,648	47,339	100.0

FATAL ACCIDENTS CLASSIFIED ACCORDING TO LIGHT CONDITIONS PREVAILING

Table 7(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Daylight.....	282	235	193	247	236	1,193	51.1
Dusk.....	48	36	25	32	23	164	7.0
Dark.....	194	190	154	197	242	977	41.9
Not stated.....	1	.....	.....	.....	.....	1	.....
Total.....	525	461	372	476	501	2,335	100.0

ALL ACCIDENTS BY HOUR OF OCCURRENCE

Table 8(a).

	1931	1932	1933	1934	1935	Total	Per Cent of Total
12 to 1 A.M.	301	253	253	328	377	1,512	3.2
1 to 2 A.M.	178	201	141	222	274	1,016	2.2
2 to 3 A.M.	136	177	121	150	196	780	1.7
3 to 4 A.M.	83	74	104	92	122	475	1.0
4 to 5 A.M.	67	76	71	74	93	381	.8
5 to 6 A.M.	54	62	61	69	65	311	.7
6 to 7 A.M.	90	88	85	113	103	479	1.0
7 to 8 A.M.	129	124	126	175	170	724	1.5
8 to 9 A.M.	245	280	229	260	296	1,310	2.8
9 to 10 A.M.	234	262	253	218	290	1,257	2.7
10 to 11 A.M.	379	350	345	324	391	1,789	3.8
11 to 12 A.M.	431	401	441	444	505	2,222	4.7
12 to 1 P.M.	464	455	442	459	503	2,323	4.9
1 to 2 P.M.	393	396	391	414	474	2,068	4.4
2 to 3 P.M.	452	460	412	455	474	2,253	4.8
3 to 4 P.M.	492	504	530	517	580	2,623	5.6
4 to 5 P.M.	665	670	640	635	734	3,344	7.1
5 to 6 P.M.	882	871	797	909	960	4,419	9.4
6 to 7 P.M.	729	767	680	769	806	3,751	8.0
7 to 8 P.M.	672	712	648	687	784	3,503	7.4
8 to 9 P.M.	658	627	603	727	737	3,352	7.1
9 to 10 P.M.	542	493	448	562	564	2,609	5.5
10 to 11 P.M.	481	401	388	484	498	2,252	4.8
11 to 12 P.M.	413	437	382	511	587	2,330	4.9
Not stated	71	30	43	47	65	256	.....
Total	9,241	9,171	8,634	9,645	10,648	47,339	100.0

FATAL ACCIDENTS BY HOUR OF OCCURRENCE

Table 8(b).

	1931	1932	1933	1934	1935	Total	Per Cent of Total
12 to 1 A.M.	13	12	19	18	25	87	3.7
1 to 2 A.M.	10	8	7	13	20	58	2.5
2 to 3 A.M.	11	10	7	9	10	47	2.0
3 to 4 A.M.	4	3	3	7	9	26	1.1
4 to 5 A.M.	5	7	1	5	3	21	.9
5 to 6 A.M.	5	7	2	6	3	23	1.0
6 to 7 A.M.	8	7	5	10	4	34	1.5
7 to 8 A.M.	8	6	2	8	6	30	1.3
8 to 9 A.M.	18	22	7	12	17	76	3.3
9 to 10 A.M.	13	9	7	11	13	53	2.3
10 to 11 A.M.	18	14	21	17	17	87	3.7
11 to 12 A.M.	23	11	16	24	17	91	3.9
12 to 1 P.M.	24	22	14	18	17	95	4.1
1 to 2 P.M.	20	17	21	18	21	97	4.2
2 to 3 P.M.	19	16	19	9	16	79	3.4
3 to 4 P.M.	30	28	12	35	23	128	5.5
4 to 5 P.M.	42	21	21	32	36	152	6.5
5 to 6 P.M.	40	36	29	42	38	185	7.9
6 to 7 P.M.	39	57	36	35	41	208	8.9
7 to 8 P.M.	13	44	32	33	43	195	8.4
8 to 9 P.M.	42	42	34	38	46	202	8.7
9 to 10 P.M.	32	23	19	28	24	126	5.4
10 to 11 P.M.	36	19	18	22	21	110	4.7
11 to 12 P.M.	25	20	19	26	28	118	5.1
Not stated	3	.....	1	.....	3	7	.....
Total	525	461	372	476	501	2,335	100.0

ALL ACCIDENTS BY DAY OF OCCURRENCE

Table 9(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Sunday.....	1,247	1,185	1,214	1,333	1,353	6,332	13.4
Monday.....	1,193	1,171	1,202	1,354	1,425	6,345	13.4
Tuesday.....	1,164	1,172	1,161	1,239	1,380	6,116	12.9
Wednesday.....	1,220	1,223	1,089	1,241	1,348	6,121	12.9
Thursday.....	1,277	1,198	1,094	1,230	1,360	6,159	13.0
Friday.....	1,287	1,385	1,249	1,256	1,610	6,787	14.4
Saturday.....	1,852	1,837	1,625	1,989	2,172	9,475	20.0
Not stated.....	1	.....	.....	3	.....	4	.....
Total.....	9,241	9,171	8,634	9,645	10,648	47,339	100.0

FATAL ACCIDENTS BY DAY OF OCCURRENCE

Table 9(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Sunday.....	70	70	58	70	85	353	15.1
Monday.....	76	62	53	63	62	316	13.5
Tuesday.....	65	53	48	63	82	311	13.3
Wednesday.....	66	59	35	64	63	287	12.3
Thursday.....	75	60	41	57	50	283	12.1
Friday.....	72	62	52	64	57	307	13.2
Saturday.....	101	95	85	95	102	478	20.5
Not stated.....	.....	.....	.....	.....	.....	.....	.....
Total.....	525	461	372	476	501	2,335	100.0

SEX OF DRIVERS INVOLVED IN ALL ACCIDENTS

Table 10(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Male.....	12,561	12,184	11,319	12,872	14,096	63,032	93.5
Female.....	775	876	822	859	1,015	4,347	6.5
Total.....	13,336	13,060	12,141	13,731	15,111	67,379	100.0

SEX OF DRIVERS INVOLVED IN FATAL ACCIDENTS

Table 10(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Male.....	588	495	394	537	555	2,569	94.8
Female.....	26	31	26	33	24	140	5.2
Total.....	614	526	420	570	579	2,709	100.0

DRIVERS IN ALL ACCIDENTS DETAILED BY AGE GROUP

Table 11(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Under 18 years.....	273	224	172	205	190	1,064	1.9
18 to 24 years.....	2,492	2,428	2,287	2,877	3,346	13,430	23.7
25 to 40 years.....	4,103	4,495	4,644	5,789	6,548	25,579	45.1
41 to 54 years.....	1,994	2,263	2,205	2,758	3,186	12,406	21.8
55 to 64 years.....	479	559	594	731	831	3,194	5.6
65 years and over.....	163	170	205	260	288	1,086	1.9
Not stated.....	3,832	2,921	2,034	1,111	722	10,620	.....
Total.....	13,336	13,060	12,141	13,731	15,111	67,379	100.0

DRIVERS IN FATAL ACCIDENTS DETAILED BY AGE GROUP

Table 11(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Under 18 years.....	15	7	4	7	8	41	1.7
18 to 24 years.....	139	122	102	135	143	641	25.9
25 to 40 years.....	218	207	167	226	237	1,055	42.7
41 to 54 years.....	108	91	78	121	125	523	21.1
55 to 64 years.....	28	33	29	31	30	151	6.1
65 years and over.....	12	11	11	13	15	62	2.5
Not stated.....	94	55	29	37	21	236	.....
Total.....	614	526	420	570	579	2,709	100.0

OPERATING EXPERIENCE OF DRIVERS IN ALL ACCIDENTS

Table 12(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Less than 3 months.....	168	157	124	182	191	822	1.5
3 to 6 months.....	135	92	66	110	84	487	.9
6 to 12 months.....	65	59	47	43	97	311	.6
1 to 4 years.....	1,696	2,196	1,887	2,184	2,386	10,349	19.0
5 years and over.....	6,955	7,235	7,583	9,632	11,144	42,549	78.0
Not stated.....	4,317	3,321	2,434	1,580	1,209	12,861	.....
Total.....	13,336	13,060	12,141	13,731	15,111	67,379	100.0

OPERATING EXPERIENCE OF DRIVERS IN FATAL ACCIDENTS

Table 12(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Less than 3 months.....	8	5	6	12	7	38	1.8
3 to 6 months.....	3	3	.....	3	4	13	.6
6 to 12 months.....	8	3	2	2	.....	15	.7
1 to 4 years.....	79	100	64	77	77	397	19.2
5 years and over.....	322	284	262	351	392	1,611	77.7
Not stated.....	194	131	86	125	99	635	.....
Total.....	614	526	420	570	579	2,709	100.0

CONDITION OF DRIVERS INVOLVED IN ALL ACCIDENTS

Table 13(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Intoxicated.....	137	151	121	155	154	718	1.1
Physical defect.....	13	21	38	38	52	162	.2
Extreme fatigue.....	49	106	98	107	156	516	.8
Normal.....	13,137	12,782	11,884	13,431	14,749	65,983	97.9
Total.....	13,336	13,060	12,141	13,731	15,111	67,379	100.0

CONDITION OF DRIVERS INVOLVED IN FATAL ACCIDENTS

Table 13(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Intoxicated.....	13	10	12	17	8	60	2.2
Physical defect.....	.....	1	3	1	.....	5	.2
Extreme fatigue.....	4	5	6	6	11	32	1.2
Normal.....	597	510	399	546	560	2,612	96.4
Total.....	614	526	420	570	579	2,709	100.0

TYPES OF VEHICLES INVOLVED IN ALL ACCIDENTS

Table 14(a).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Passenger car.....	11,172	10,907	10,107	11,246	12,517	55,949	80.1
Commercial vehicle.....	1,946	1,991	1,971	2,332	2,524	10,764	15.4
Taxicab.....	244	218	176	227	175	1,040	1.5
Bus.....	101	104	75	82	80	442	.6
Motorcycle.....	282	282	262	239	279	1,344	1.9
Trailer.....	42	42	69	65	53	271	1.4
All others.....	15	6	14	7	11	53	.1
Not stated.....	80	50	5	6	6	147	.....
Total.....	13,882	13,600	12,679	14,204	15,645	70,010	100.0

TYPES OF VEHICLES INVOLVED IN FATAL ACCIDENTS

Table 14(b).	1931	1932	1933	1934	1935	Total	Per Cent of Total
Passenger car.....	479	417	342	412	464	2,114	75.1
Commercial vehicle.....	110	107	87	150	118	572	20.3
Taxicab.....	10	3	6	7	8	34	1.2
Bus.....	3	3	4	3	3	16	.6
Motorcycle.....	23	12	10	10	13	68	2.4
Trailer.....	1	2	4	1	.....	8	.3
All others.....	3	.....	.....	.....	.....	3	.1
Not stated.....	9	12	2	4	1	28	.....
Total.....	638	556	455	587	607	2,843	100.0

NUMBER OF PERSONS FATALY INJURED

Table No. 15(a).

	Total		All Ages		0-4 yrs.				5-14 yrs.			
	1935	4-year	Total		1935	4-year	Total		1935	4-year	Total	
	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent
Collision with:												
Pedestrian.....	225	40.2	836	42.3	26	86.7	98	85.3	40	76.9	179	76.2
Other motor vehicle.....	81	14.5	293	14.8	.....	.....	2	1.7	4	7.7	14	6.0
Horse-drawn vehicle.....	9	1.6	29	1.5	.....	.....	.....	.....	.....	.....	5	2.1
R.R. train.....	62	11.1	195	9.9	.....	.....	2	1.7	.....	.....	2	.8
Street car.....	11	2.0	36	1.8	.....	.....	.....	.....	.....	.....	.....	.....
Other vehicles.....	1	.2	5	.2	.....	.....	.....	.....	.....	.....	.....	.....
Fixed object.....	69	12.3	186	9.4	1	3.3	6	5.2	2	3.8	4	1.7
Bicycle.....	36	6.4	120	6.1	.....	.....	.....	.....	3	5.8	19	8.1
Motorcycle.....	7	1.2	32	1.6	.....	.....	.....	.....	.....	.....	.....	.....
Non-collision.....	59	10.5	235	11.9	3	10.0	6	5.2	3	5.8	12	5.1
Miscellaneous.....	.....	.....	10	.5	.....	.....	1	.9	.....	.....	.....	.....
Total.....	560	100.0	1977	100.0	30	100.0	115	100.0	52	100.0	235	100.0

NUMBER OF PERSONS NON-FATA

Table No. 15(b).

	Total		All Ages		0-4 years				5-14 years			
	1935	4-year	Total		1935	4-year	Total		1935	4-year	Total	
	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent
Pedestrian.....	3149	32.0	11457	32.8	407	81.2	1459	80.6	1089	68.3	4182	71.2
Other motor vehicle.....	3463	35.2	12008	34.4	75	15.0	257	14.2	195	12.2	689	11.7
Horse-drawn vehicle.....	191	1.9	749	2.2	2	.4	8	.4	11	.7	34	.6
R.R. train.....	90	.9	357	1.0	.....	.....	2	.1	4	.3	21	.4
Street car.....	153	1.6	543	1.6	3	.6	9	.5	4	.3	23	.4
Other vehicles.....	12	.1	48	.1	.....	.....	.....	.....	.....	.....	.....	.....
Fixed object.....	841	8.6	2720	7.8	7	1.4	34	1.9	36	2.3	95	1.6
Bicycle.....	1028	10.4	3090	8.8	1	.2	4	.2	214	13.4	681	11.6
Motorcycle.....	187	1.9	739	2.1	.....	.....	1	.1	.....	.....	10	.2
Non-collision.....	687	7.0	3075	8.8	5	1.0	30	1.7	39	2.4	130	2.2
Miscellaneous.....	36	.4	151	.4	1	.2	5	.3	2	.1	8	.1
Total.....	9839	100.0	34937	100.0	501	100.0	1809	100.0	1594	100.0	5873	100.0

CLASSIFIED BY TYPE OF COLLISION AND BY AGE GROUP

15-35 yrs.				36-54 yrs.				55-64 yrs.				65 yrs. and over			
1935		4-year Total		1935		4-year Total		1935		4-year Total		1935		4-year Total	
No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent
30	16.8	101	15.9	45	29.8	143	32.2	32	44.4	103	45.2	52	68.4	212	66.5
34	19.0	123	19.3	29	19.2	79	17.8	9	12.6	37	16.2	5	6.6	38	11.9
3	1.7	12	1.9	2	1.3	7	1.6	3	4.2	5	2.2	1	1.3	5	1.6
21	11.7	85	13.4	25	16.6	60	13.5	11	15.3	28	12.3	5	6.6	15	4.7
6	3.3	16	2.5	4	2.6	15	3.4	1	1.4	3	1.3				
1	.6	2	.3			2	.4							1	.3
33	18.4	91	14.3	22	14.5	50	11.3	5	6.9	18	7.9	6	7.9	17	5.3
18	10.1	56	8.8	9	6.0	28	6.3	5	6.9	12	5.3	1	1.3	5	1.6
6	3.3	30	4.7	1	.7	1	.2			1	.4				
27	15.1	118	18.6	14	9.3	55	12.4	6	8.3	19	8.3	6	7.9	25	7.8
.....	.....	2	.3	.....	.....	4	.9	.....	.....	2	.9	.....	.....	1	.3
179	100.0	636	100.0	151	100.0	444	100.0	72	100.0	228	100.0	76	100.0	319	100.0

LLY INJURED CLASSIFIED BY TYPE OF COLLISION AND BY AGE GROUP

15-35 yrs.				36-54 yrs.				55-64 yrs.				65 years and over				Not Stated	
1935		4-year Total		1935		4-year Total		1935		4-year Total		1935		4-yr. Total			
No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	Per cent	No.	No.
522	13.7	1851	14.2	516	24.1	1690	23.2	227	35.9	759	35.1	247	51.3	860	51.8	141	656
1544	40.6	5350	40.9	951	44.3	3124	42.9	239	37.9	816	37.9	144	29.9	461	27.7	315	1311
67	1.8	267	2.0	56	2.6	213	2.9	16	2.5	76	3.5	12	2.5	59	3.5	27	92
42	1.1	179	1.4	25	1.2	74	1.0	3	.5	21	1.0	5	1.1	11	.7	11	49
72	1.9	225	1.7	49	2.3	182	2.5	9	1.5	33	1.5	5	1.1	16	1.0	11	55
2	.1	12	.1	7	.3	18	.2	2	.3	5	.2			4	.2	1	9
447	11.7	1422	10.9	204	9.5	667	9.2	52	8.2	166	7.7	28	5.8	85	5.1	67	251
574	15.1	1622	12.5	143	6.7	442	6.1	35	5.4	81	3.8	11	2.3	41	2.5	50	219
160	4.2	603	4.6	4	.2	35	.5	4	.5	5	.2			2	.1	19	83
348	9.1	1442	11.0	183	8.5	807	11.1	46	7.3	193	8.9	29	6.0	121	7.3	37	352
28	.7	93	.7	7	.3	32	.4	.....	.....	5	.2	.....	.....	2	.1	.....	6
3806	100.0	13066	100.0	2145	100.0	7284	100.0	633	100.0	2160	100.0	481	100.0	1662	100.0	679	3083

CLASSIFICATION OF PERSONS FATALLY INJURED

Table No. 16(a).	1932	1933	1934	1935	Total	Per Cent of Total
Drivers.....	100	65	109	102	376	19.0
Passengers.....	125	121	140	175	561	28.4
Pedestrians.....	230	175	215	227	847	42.8
Others*.....	8	7	6	10	31	1.6
Bicyclists.....	27	25	31	36	119	6.0
Motorcycle drivers.....	10	6	7	9	32	1.6
Motorcycle passengers.....	2	4	4	1	11	.6
Total.....	502	403	512	560	1,977	100.0

CLASSIFICATION OF PERSONS NON-FATALLY INJURED

Table No. 16(b).	1932	1933	1934	1935	Total	Per Cent of Total
Drivers.....	1,546	1,423	1,630	1,782	6,381	18.3
Passengers.....	3,041	2,827	3,208	3,492	12,568	36.0
Pedestrians.....	2,737	2,646	2,979	3,179	11,541	33.0
Others*.....	113	121	151	142	527	1.5
Bicyclists.....	572	649	822	1,021	3,064	8.8
Motorcycle drivers.....	175	163	163	184	685	1.9
Motorcycle passengers.....	47	48	37	39	171	.5
Total.....	8,231	7,877	8,990	9,839	34,937	100.0

*Passengers in horse-drawn vehicles or in other vehicles not motor vehicles or bicycles.

CLASSIFICATION OF PERSONS FATALLY INJURED IN URBAN ACCIDENTS

Table No. 16(c).	1932	1933	1934	1935	Total	Per Cent of Total
Drivers.....	27	18	24	22	91	11.9
Passengers.....	16	27	28	39	110	14.4
Pedestrians.....	139	100	133	117	489	63.8
Others—(Persons in horse-drawn vehicles, etc.).....	1	1	.....	4	6	.8
Bicyclists.....	10	11	15	17	53	6.9
Motorcycle drivers.....	5	1	4	4	14	1.8
Motorcycle passengers.....	1	.....	1	1	3	.4
Total.....	199	158	205	204	766	100.0

CLASSIFICATION OF PERSONS FATALLY INJURED IN RURAL ACCIDENTS

Table No. 16(d).	1932	1933	1934	1935	Total	Per Cent of Total
Drivers.....	73	47	85	80	285	23.5
Passengers.....	109	94	112	136	451	37.2
Pedestrians.....	91	75	82	110	358	29.6
Others—(Persons in horse-drawn vehicles, etc.).....	7	6	6	6	25	2.1
Bicyclists.....	17	14	16	19	66	5.4
Motorcycle drivers.....	5	5	3	5	18	1.5
Motorcycle passengers.....	1	4	3	.....	8	.7
Total.....	303	245	307	356	1,211	100.0

CLASSIFICATION OF PERSONS NON-FATALLY INJURED IN URBAN ACCIDENTS

Table No. 16(e).	1932	1933	1934	1935	Total	Per Cent of Total
Drivers.....	570	513	590	632	2,305	11.5
Passengers.....	1,088	1,028	1,224	1,270	4,610	22.9
Pedestrians.....	2,325	2,255	2,522	2,687	9,789	48.7
Others—(Persons in horse-drawn vehicles, etc.).....	42	43	43	66	194	1.0
Bicyclists.....	489	529	685	885	2,588	12.9
Motorcycle drivers.....	130	110	115	136	491	2.4
Motorcycle passengers.....	35	28	31	25	119	.6
Total.....	4,679	4,506	5,210	5,701	20,096	100.0

CLASSIFICATION OF PERSONS NON-FATALLY INJURED IN RURAL ACCIDENTS

Table No. 16(f).	1932	1933	1934	1935	Total	Per Cent of Total
Drivers.....	976	910	1,040	1,150	4,076	27.5
Passengers.....	1,953	1,799	1,984	2,222	7,958	53.6
Pedestrians.....	412	391	457	492	1,752	11.8
Others—(Persons in horse-drawn vehicles, etc.).....	71	78	108	76	333	2.2
Bicyclists.....	83	120	137	136	476	3.2
Motorcycle drivers.....	45	53	48	48	194	1.3
Motorcycle passengers.....	12	20	6	14	52	.4
Total.....	3,552	3,371	3,790	4,138	14,841	100.0

NUMBER OF DEATHS PER HUNDRED PERSONS NON-FATALLY INJURED*

Table No. 16 (g).

Classification	In All Accidents	In Urban Accidents	In Rural Accidents	In City Accidents	In King's Hy. Accidents
Drivers.....	5.9	3.9	7.0	2.6	5.3
Passengers.....	4.5	2.4	5.7	1.6	4.6
Pedestrian.....	7.3	5.0	20.4	4.1	23.5
Others—(Persons in horse-drawn vehicles, etc.).....	5.9	3.0	7.5	1.8	4.9
Bicyclists.....	3.9	2.0	13.9	1.7	20.2
Motorcycle drivers.....	4.7	2.8	9.3	3.1	10.6
Motorcycle passengers.....	6.4	2.5	15.4	2.7	14.3
Average for group.....	5.7	3.8	8.2	3.0	6.9

*Based on four years experience, 1932 to 1935.



